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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

At the magnificent receptions accorded to the general secretary of the Seamen's Union in London and Cardiff, the subject of his imprisonment was so fully dealt with that further comment on the subject seems needless at present.

In the first number of SEAFARING, and from time to time, we have urged the necessity and importance of obtaining for seamen votes at Parliamentary elections, and the first resolution on the subject by seamen was suggested by the present writer.

It is, therefore, peculiarly gratifying to us to have to note that seamen themselves are now taking such interest in the matter as is evinced in the interview, reported on page 6, between Dr. Hunter, the useful and able M.P. for Aberdeen, and the local seamen.

This is a subject on which we have had a good deal to say, and we shall have a great deal more to say yet.



SHABBY SHIPOWNER (to his infantile nephew on his birthday): Here's a penny for you.

SARCASTIC CHILD: No fanks, I'se got a shilling.

SEAFARING and other Labour papers are by no means the only journals that refuse to believe in the Shipping Federation's insurance scheme; witness the following from a Liverpool shipowners' organ:—

Our Federation friends are hatching their insurance egg with a great deal of quietness despite the especial information they sometimes vouchsafe to the high and mighty organs of the London press. Down in Liverpool the scheme has not been received with a great deal of enthusiasm, not because of the presence of a sufficient number of seamen's insurance societies at present, but owing to the

absence of details concerning a scheme which is intended to be so gigantic in its operation. Taken altogether there has been a woeful lack of information, and the egg looks suspiciously like being addled.

This may explain the wrath of the *Shipping Gazette* against SEAFARING for attacking the precious scheme.

To attempt to smash up the Sailors' and Firemen's Union, by striving to set the firemen and sailors against each other, is so old a dodge that it is surprising that the *London Echo* should have published a letter evidently written for this purpose, and to reflect upon Mr. J. H. Wilson. More may be heard of the matter when the author of the letter—whose identity it is not difficult to guess—has been made manifest.

In the course of his interesting presidential address to the Grand Council of the Amalgamated Society of Engineers at Sunderland, last Tuesday, Mr. James Henderson dwelt upon the growing power of Unionism, and pointed out that trades that were unorganised were always weak, and unsuccessful in obtaining the benefits that organised trades had got. Seafaring men who do not belong to the Seamen's Union, please note.

Gibraltar the other night narrowly escaped being the scene of another disaster almost as great as the recent sad affair of the *Utopia*. As mentioned in our report this week of disasters, an Italian steamer from Naples for New York, with 865 passengers aboard, ran into a British steamer, and both were considerably injured, though neither sank, the Italian being saved "by the fact that she had water-tight compartments and bulkheads throughout."

The result of the inquest on the four men recently killed by an explosion on the oil steamer *Tancarville* at Newport is that:—

The jury returned a verdict that the deceased lost their lives in consequence of an explosion due to an accumulation of gas, but as to how it ignited there was no direct evidence to show. The jury could not attribute direct negligence to any person, and they recommended that all regulations affecting such vessels as the *Tancarville* should be under the direct control of responsible Board of Trade officials.

This is anything but conclusive, and should give point to the following resolution, carried at a meeting of the Newport Branch of the Boilermakers' and Iron and Steel Shipbuilders' Society:—

That in view of the risky and dangerous nature of the work of doing repairs on board of oil-carrying vessels, where gases and other inflammable vapours accumulate and are concealed, and the most dis-

treassing and disastrous results that have been witnessed in the explosion on the *Tancarville* (s.), we deem it to be the duty of the Government, through the Board of Trade, to institute a searching inquiry into the whole affair; also to have competent and reliable inspectors appointed to make regular tests, and adopt every other possible and available means of ensuring the safety of the workmen's lives.

That lightning should generally strike the highest part of a ship, the main-truck, might be expected, but it appears from an article by a director of the German Maritime Observatory, who has been studying the subject, that out of 14 cases the fore-truck was struck eight times, the main-truck only three times, and the mizzen-truck but once. Why the fore-truck is so attractive to lightning the German investigator is unable to explain.

Old-fashioned seafaring men are not wont to look with much favour upon the iron or steel wire rigging now so much in vogue, but it appears from the article referred to that it has the merit of being useful to conduct lightning clear of the ship.



PARSON'S SON: Another present of slippers for you, papa. Why do clergymen get so many pairs of slippers?

PARSON: Because their sons require more thrashing than other people's.

The appeal of Loader v. the London and India Docks Joint Committee raised an important question as to the liability of the Dock Companies for such accidents. The action was by a stevedore's man who had fallen into the dock by the slipping of the "table-top," as it is called—that is, a board extending from the vessel to the quay, and which, as the vessel drifted, slipped away

while he was upon it. In the Court below the jury had held that it was the custom of defendants to alter the moorings as the ship sinks on being loaded, that they neglected to do so in this case, and found for £50 damages for Loader. This decision being appealed against, Justices Smith and Grantham have, in the Queen's Bench, reversed the finding of the jury, and non-suited Loader, holding that there was no evidence that the Dock Company had contracted to keep the mooring chain taut as the ship was being loaded.

A shipowners' paper has distinguished itself by showing that it never heard of Sir Edwin Arnold, late editor of the *Daily Telegraph*, who is known wherever English is spoken as one of the most graceful and cultured of poets. The shipowners' paper writes of him as "Mr. Edwin Arnold, whoever that may be," and proceeds to make an ignorant and spiteful attack on his poem on "The Topsail of the Victory," reprinted elsewhere. That such a boor as the would-be critic could appreciate good literature is not to be supposed, and it says little for the culture of shipowners that they tolerate such an unblushing exhibition of ignorance. Evidently free education is badly wanted in shipowning circles.

GALLANTRY AT SEA.

A STORY OF ATLANTIC HEROISM.

Under the above headings a correspondent sends us the following:—[Copy.] Local Marine Board, St. Katharine Dock House, Tower Hill, London, May 14th, 1891. Sir,—I am directed to request your attendance before this board at 2.30 p.m. to-morrow (Friday), the 15th instant, for the purpose of receiving a medal awarded you by the Norwegian Government for meritorious services. I am, Sir, your obedient servant, JOHN STEBLE, secretary. To Edwin James Richards, master mariner, s.s. *Stockholm City*, Victoria Docks.—The above letter has been handed to the writer recording an instance of self sacrificing gallantry exhibited by the chief officer of the Furness liner *Stockholm City* on September 14, 1890. The *Stockholm City* was running before a heavy gale in lat. 47 degrees North, long 31 West, when a barque was sighted ahead lying to under a goosewinged lower main topsail. This proved to be the *Ascalon*, formerly a well-known London trader to Australia, but now of Tonnisberg. Not the very slightest notice was taken by the *Ascalon* crew of another barque close to, waterlogged and foundering, although she was seen to be a fellow-countryman, the *Stella*, of Sangonds. English seamen and officers, however, though deemed by shipowners so far inferior to their Continental brethren, have not acquired that admirable stolidity of feeling requisite to enable them to witness unmoved their fellow-creatures crowning, without making an effort to "rescue the perishing!" Mr. Edwin James Richards, the brave chief officer of the *Stockholm City*, called for volunteers, and ere the words had well left his lips, all hands expressed their willingness to "man the lifeboat." Ghostly was the scene as the ship rounded to for lowering away. This manœuvre was accomplished with great risk, owing to the high-breaking mountainous sea running. The boat lowered into the boiling surge, five brave British seamen (Mr. Furness not being a "Federation" man does not object to English seamen) in charge of Mr. Richards, started on their perilous journey "o'er the dark waters of the mad, cruel sea." Arrived alongside the *Stella*, the rescuing boat narrowly escaped destruction momentarily. Partially stove in, banged, bruised, and battered, she started on the return trip, heavily loaded with her living freight of half-drowned, famished, exhausted shipwrecked mariners. The writer deplors his inability to furnish the names of the men who accompanied the intrepid officer on his errand of mercy, but doubtless their heroism is recorded "above the topgallant yard," where ink neither writes nor fades. Mr. Furness is to be congratulated upon having in his service so intrepid and generous an officer as the recipient of the above-quoted letter and the medal for gallantry has proved himself to be.

DEMONSTRATION AT CARDIFF.

MAGNIFICENT RECEPTION.

SIR CHARLES DILKE ON MR. WILSON.

MR. WILSON & SIR E. J. REED, M.P.

On Saturday Cardiff presented to every thoughtful man a serious aspect, says a correspondent. I am not going to express an opinion as to Mr. Wilson's six weeks' imprisonment, but when one beholds what seems the entire working population of an important town like Cardiff turning out to line miles of streets in token of their sympathy with one whom the administrators of the law in the town condemned to a term of imprisonment, the affair assumes a serious aspect. What added to the seriousness of the occasion was the fact that an ex-Cabinet Minister rode in the same carriage with ex-prisoner Wilson through the town, and thereby implied that the late prisoner had been

UNJUSTLY DEALT WITH.

I cannot recall to memory a single similar scene before, not only in the history of Cardiff, but of all Wales. I had, through the kindness of Mr. Jones, solicitor, a special opportunity of observing the demeanour of the masses towards Mr. Wilson during the march of the procession. I rode in the same carriage as the ex-prisoner and his friends, and I must bear witness that never in my life did I before in Wales behold such evidence as on this occasion of the heartfelt sympathy of the working classes with any single individual as was expressed on this occasion for Mr. Wilson. The key to the feelings of the populace in reference to Mr. Wilson seems to be revealed by a cry heard during the progress through the crowded neighbourhood of the gaol, which voice said "He

SUFFERED FOR US!"

There was something startling in the nature of the expression, "He suffered for us!" It conjured into memory thoughts of the blood of the martyrs, and that similar influence which that exerted had been imparted to some small extent to Mr. Wilson by his conviction at Cardiff.

The weather somewhat marred the success of the demonstration, a cold biting wind blowing during the afternoon, accompanied by occasional showers of rain. The processionists foregathered in Westgate-street and attracted considerable attention. A notable feature of the demonstration was the splendid display of banners, which gave a picturesque air to the scene.

The following branches of the National Sailors' and Firemen's Union contributed to the display, and sent specially-appointed delegates to represent them:—Liverpool, Wm. Nicholson; Bootle, T. Connerty; Birkenhead, D. J. Kenny; Blyth, James Heatley; Bristol, T. J. Dauncey; Dublin, J. Donnelly; Dundee, C. W. Miller; Glasgow, J. D. Boyd; Gravesend, John Degnin; Grays, Wm. Wall; Grimsby, Wm. Young; Greenock, G. McNaught; Hull, T. Carr; London, A. Mercer and F. Fowler; Middlesbrough, S. Carthy; Newcastle, J. Mansel; Newport, F. Gilmann; South Shields, D. Clement; North Shields, Wm. Brown; Sunderland, Wm. Lonsdale; Swansea, R. Thomas; West Hartlepool, J. Leahy; Barry, J. Harrison. Among the members of the Cardiff Branch were Messrs. Henry Atkins (chairman), "Billy" Courtney and G. Tucker (delegates), C. Lind (international delegate), Thomas Fry, George Denning, W. Plaister, S. Devey, P. Clippett, A. Chubb, and J. Sullivan. Mr. J. Donnelly represented the Irish Branches, and Messrs. John O'Connor (president) and Henry Brill (general secretary) attended to express the sympathy of the 10,000 coalporters of the metropolis.

Shortly after four o'clock, accompanied by the Cardiff Mechanics', Burns' Newport Seamen's, Matthews', and the Cardiff Unionists' fife and drum band, the demonstrators moved off, and, via Castle-street, St. Mary-street, Custom House-street, Adam-street, Infirmary, Newport-road, Queen-street, Cowbridge-road, wended their way to the Canton Cattle Market. At various points the principal personages in the procession were

LUSTILY CHEERED

by the interested throngs who lined the footpaths, Sir Charles Dilke and Mr. Wilson being, of course, special objects of attention. The march round the town occupied exactly an hour—it being a quarter past five when the head of the procession reached

the Castle on the way to Canton. The piloting brake, containing members of the Cardiff Trades Council, was utilised as a "platform" on reaching the Cattle Market; and a considerable crowd having already assembled no time was lost in getting to business; but unfortunately Sir Charles had almost finished his speech before the procession proper filed through the gates. By comparison with the attendance at previous demonstrations Saturday's meeting in the Cattle Market suffered very materially, there being at no time more than 4,000 persons divided between the two "platforms." The proceedings at Canton occupied about an hour.

MR. J. H. WILSON AND SIR E. J. REED.

Mr. T. Davies, of the National Labourers' Union, presided at platform No. 1, upon which were also Mr. J. H. Wilson, Mr. S. Bigg (Hull N.S. & F.U.), Mr. J. O'Connor, and — Brill (Coal Porters' Union, London), Mr. W. Brace (Newbridge, Mon., Miners Association), Mr. Joseph H. Jones (Cardiff), Mr. Hall (Deptford), Mr. John Gardner (Cardiff N.S. & F.U.); Mr. Allen Upward (barrister-at-law), Mr. T. Wingfield (Federated Unions), Mr. Alfred Onions, Mr. Morris, C.C.T. (Pentre, Rhondda Valley), Mr. Pearce (National Labourers' Union), Mr. J. H. Burns (Grange-town Liberal 1,000), Mr. Isaac Thomas (Cardiff), Mr. Frank J. Beavan (Cardiff) &c.

On ascending the platform, Mr. J. H. Wilson was presented with a pretty bouquet, and greeted with cheers.

In opening the proceedings the chairman said that he felt proud of the splendid manner in which the gentlemen and working men of Cardiff had turned out that day to show sympathy with

THE MARTYR.

Mr. J. H. Wilson. (Cheers.) They were largely indebted to the twelve jurymen—a voice, "Bad luck to them," and hisses—and the Recorder of Cardiff for the splendid lift they had given to the cause of labour. (Applause.) He hoped they would pass a vote of thanks to those jurymen for the splendid impulse they had given to the cause of labour. (Hisses.) They were there to show their sympathy with Mr. Wilson, that they were not to be put down by twelve shopkeepers, and that they would not rest till they had secured the alteration of the law which caused a man to be imprisoned whose only crime was that he had done his best in the cause of labour. (Cheers.) Mr. Wilson had come out

BRIGHTER THAN EVER.

He hoped they would be true to Mr. Wilson, and never forget the noble work he had done and the martyrdom he had suffered in the cause of the sailors, their wives and families. (Cheers.)

Mr. J. N. Hall, chairman of the Deptford Liberal Association, who was hailed with cries of "God old Deptford," moved the following

RESOLUTION:

"That this great and representative meeting heartily welcomes Mr. J. H. Wilson back to liberty from his unjust imprisonment. The punishment he, an innocent man, has bravely borne in the cause of labour and right confers honour upon him, and reflects alike upon the jury (whose class prejudices biased their judgment) and upon the severity of the sentence and the irrelevant admonition in passing it of the Cardiff Recorder. This meeting also regards the prosecution and verdict as a grave attempt to impair the people's right of free assembly—the pillar of British liberty—and, further, calls earnestly for such an amendment of the jury laws as shall abolish the property qualifications and provide fair payment to juries when serving the State, and which shall in other ways give the members of the industrial classes an equality of rights and responsibilities of all other citizens."

Alluding to Mr. Wilson as the Parliamentary

CANDIDATE FOR DEPTFORD,

Mr. Hall said that he was there to tell them that in Deptford Mr. Wilson was valued and honoured as at Cardiff, and their verdict when the time came would be the verdict already given by the Cardiff people. He did not question the uprightness of the Cardiff stipendiary, but the Cardiff boarding-house masters as a class could give Ananias and Sapphira a good start. (Loud cheers.) They did not believe Mr. Wilson guilty of the charges brought against him; but they did believe him guilty of an earnest effort to better the condition of the seamen class, and to protect them as against the cupidity of capital. (Loud cheers.) The Cardiff jurymen had sent him to prison; the Deptford workmen would send him

TO PARLIAMENT.

(Loud cheers.)

Mr. Allen Upward seconded the resolution, and said he had not been disappointed at the result of the memorial sent to the Home Secretary on behalf of Mr. Wilson. If it had been on behalf of some young and beautiful murderess who had poisoned her husband it would have had more success. (Laughter, and hear, hear.) Well, Mr. Wilson need not feel ashamed of the difference. (Applause.) Now, this was not a question of strikes nor of Unions, but of justice. They were embarked in a great struggle, and sometimes one side was in the wrong and sometimes the other. All he asked was that in this struggle there should be fair play. (Hear, hear.) Under the present law they did not get fair play. It was the masses against the classes, and the classes tried the masses. This was all the more dangerous because there was a spirit of lawlessness abroad, and a disposition to

CRUSH THE LABOUR MOVEMENT

by brute force. (Applause.) It was an old habit of the Tories to think the law was made for them, and that therefore they were at liberty to break it whenever they chose. They might steal a horse while we must not look over the hedge. That in the police inspector was but a choleric word which in the striker was rank intimidation. (Laughter and applause.) The speaker urged a reform in the jury law, quoting the words of Edmund Burke, that the one real object of all our laws and governments was to put twelve impartial men into a jury-box. (Applause.) They dare not refuse this reform, because that would be a confession that they wanted

ONE LAW FOR THE RICH

and another for the poor. The noblest testimonial they could offer Mr. Wilson, and the one which he believed he would most prize, would be such a change in the law as would secure justice to the humblest citizen in the land. (Loud cheers.)

Mr. F. J. Beavan said that like Mr. Wilson he had also in a humble way suffered for being identified with the working classes, but though he was no longer a councillor of Cardiff, he felt more than ever proud of being identified with the cause of labour. The sentence on Mr. Wilson was an atrocious one. The classes of this country were endeavouring to trample the working men entirely and exclusively for the material furtherance of their own interests. ("Shame.") He referred to the valuable services rendered by Mr. Wilson to better

THE CONDITION OF THE SAILORS,

and if he had overstepped the boundary just a little it was the duty of every honest man to give him every bit of consideration. Instead of that, the very opposite was the case. ("Shame.") Who was to decide, he asked, what was an unlawful assembly? Mr. Wilson's efforts were good, his conduct did him honour, and he (the speaker) was glad to be that day on the same platform as their friend, who, in the eyes of the public, had suffered no degradation whatever. (Loud cheers.)

The Chairman then announced, amid cheers, that Mr. Ben Tillet was much better, and read a telegram from Mabon, M.P.

Mr. J. H. Wilson, who on coming forward was received with

ENTHUSIASTIC CHEERS,

said that he wished at the outset to thank the inhabitants of Cardiff, the Rhordda Valley, and every town throughout Wales for having sent their representative men to Cardiff that day; but he took it that they were there not merely to do honour to him, but to do something nobler and grander, and that was to honour the cause of Trades Unionism. (Applause.) For over six years, to his knowledge, their Trades Unions and congresses had been passing resolutions urging Her Majesty's Government to

ALTER THE LAW,

so that jurymen should not be chosen entirely from one class, so that every man might feel, whether he was wealthy or poor, that he would be entitled to sit upon a jury, and also that jurymen should be paid for their services. But they had got no further ahead. Now, through the unjust sentence passed upon him (the speaker), thank God, the workers had realised that the time had come to take action in the proper direction, and it would not be twelve months before that law was altered, because the workers in every town throughout the country would say to candidates for Parliamentary honours, not merely that they must support such a Bill if introduced, but bring in a Bill, if called upon, to alter the law. (Applause.) If, therefore, his suffering led to that desirable change in the law, it would be a good result to achieve. (Applause.)

PRISON BETTER THAN SHIPS.

But as to sufferings, he had carefully considered the treatment in Her Majesty's gaol and the treatment on board ship, and of the two he would prefer the treatment, in many cases, of the "stone jug"—(laughter)—to that on board many ships. (Applause.) If the Shipping Federation thought that by sending him to prison they would deter him from doing his duty to his fellow-workers they were mistaken, for whether it might be six weeks, or six months, or six years, he would be prepared to go, again and again, every time to the "stone jug" and fight for their liberties. He would not that day say much with reference to the witnesses who gave evidence against him, for it would be his turn now to be the prosecutor. (Applause.) He had applied for summonses

FOR PERJURY,

and it would be for him to prove to the British public whether he was an innocent or a guilty man. (Applause.) Some of the shipowners of Cardiff, not content with aiding in procuring witnesses against him, followed him into Court and watched the trial, and when the jury were about to retire to consider their verdict, one of these shipowners said to another, "What are they going to retire for? Why don't they make up their minds and find him guilty at once?" ("Shame.") Mr. Wilson went on to refer to the evidence that was given against him at his trial, and complained in

BITTER TERMS

of the manner in which some of the witnesses acted. Had he allowed the men on strike to have had full scope during the struggle, many of the police would have found themselves in hospital, because they gave every provocation when the men were quietly and peaceably doing their picket duty. He also complained that the chief constable should have given evidence adversely to the conduct of the strike processions, whereas he had previously complimented him on the orderly manner in which everything had been carried on. The demonstration that afternoon was less orderly and regular than the one in connection with which the speaker was committed to prison. He had an unpleasant duty to perform in reference to the conduct of one of his friends. He called him a friend, for he had found him from time to time to have been such—he referred to

SIR E. J. REED.

He never thought, however, that one friend would attack another when that other had not an opportunity of defending himself. He did not wish to say anything that would prejudice Sir Edward Reed in the minds of the workers of Cardiff, but he wanted to refer to his letter. Sir Edward therein stated that he did not consider that the demonstrations were of any use. Why should he express his opinion? (Applause.) Surely the leaders of the various Trade Unions and the members of the Trade Unions were better able to judge of the utility of the demonstrations than Sir Edward Reed or anybody else was. (Applause.) Then again, the speaker was sorry that the hon. member referred to the demonstrations as being distasteful to many

PEACEABLE SHOPKEEPERS.

("Ah," and laughter.) Now he (the speaker) asked who were the peaceable shopkeepers who objected to the demonstrations. ("The boarding-masters," and Hear, hear.) He was prepared to say that not one shopkeeper out of every 60 objected. (Applause.) The miserable curs who objected to their marches and gathering of the clans together to the roll-call were the

MISERABLE HOUNDS

who were robbing and selling their fellow-creatures for gold—the crimps of Cardiff, the bloodsuckers on the lives of the seamen. (Applause.) He understood that they would object, but he asked Sir Edward if he would sacrifice the goodwill of the workers for a few miserable hounds who had no right to the sympathy of any good, honest, trustworthy man. (Applause.) If Sir Edward wanted to be friendly with the workers and with the leaders of the workers, he would have to be prepared to sit on one stool and not try to sit upon two. (Loud cheers.)

Proceeding to refer to his own imprisonment, Mr. Wilson added that so far as the question of

THE DISGRACE

of imprisonment was concerned, he had never felt prouder in his life than when he went to gaol and put on that uniform. (Laughter—a Voice: "You should have been a bit more fly and not put it on"

—renewed laughter.) No; he did not believe in that. If there were rules and regulations in an establishment he thought that they should conform to them. (Applause.) But he never felt disgraced, and he would always rejoice in the time he sojourned there, because it had completed his education. (Laughter.) He had always failed to understand why a man was never considered a real Irish member until he had gone to prison, but now he understood it, and he would recommend all men who intended to become members of Parliament that they ought to go to prison. Then, if any question of the treatment of prisoners came up for discussion, they would be able to give practical explanations. (Laughter and applause.) He had learnt in prison how sailors suffered through refusing to go to sea in ships and endanger their lives, knowing that if they once sailed they would probably never return. The speaker concluded his address amid loud applause.

The resolution was carried unanimously amid great enthusiasm.

Mr. Brace (Monmouthshire miners' agent) proposed a vote of thanks to Sir Charles Dilke and the other speakers for their addresses that afternoon.

Mr. Alfred Onions (general secretary of the Monmouthshire Miners' Federation), in seconding the resolution, said he fully sympathised with the object of that demonstration, and he believed in doing so he expressed the unanimous feeling of the miners of Monmouthshire and also of South Wales. (Applause.)

The proposition was passed unanimously, after which the proceedings terminated.

SIR CHARLES DILKE.

Mr. Fred W. Evans presided at Sir Charles Dilke's platform (No. 2).

The Chairman introduced Sir C. Dilke in a few words.

Sir Charles Dilke's rising was the signal for outbursts of hearty and sustained cheering, and these having subsided, he said: Gentlemen, it is with great satisfaction this I am here to-day in answer to an invitation that I received from Mr. Evans and the Trade Council, to express my appreciation of the hero of the day at Cardiff, and of the Sailors' Union—Mr. Wilson. (Hear, hear.) Mr. Wilson came to see me in London in the midst of the struggle in which he was engaged, to consult me, and to ask advice from me with regard to the "illegalities" which were being committed in connection with that struggle. But they were not the illegalities of Mr. Wilson or illegalities of Mr. Wilson's friends. They were

ILLEGALITIES

being committed, as he thought, and as I still think, by those who were engaged against him and against you. (Applause.) He pointed out to me with the steadiness and calm, and with the absence of excitement which are right in a Trades Union leader at the moment of a serious strike, and at all times, that those who were engaged against the Seamen's Union were violating what are known as the crimping clauses of the Merchant Shipping Act; he told me how they were bringing labour from a distance, to compete with Trades Union labour; how that labour was being engaged otherwise than by masters of ships, or by agents of the masters of ships, and therefore in violation of those crimping clauses. He demonstrated also to me how men were being brought from a distance to be rated in one particular qualification—for instance, as "able seaman," who were not in possession of the qualifications required by law for that position; and Mr. Wilson left me after a long conversation persuaded, as I am still persuaded, that the law was being violated by those who were on

THE OTHER SIDE

in that unhappy strike. (Applause.) What was my astonishment only two days later when I heard that Mr. Wilson had been laid by the heels for violating the law himself—(laughter)—and that the illegalities which I had been convinced had existed on the other side were assumed to exist upon his side and upon that of his friends in that strike? Now, gentlemen, I was not one of those predisposed to believe that everything that Mr. Wilson did was necessarily right. I am by no means a supporter of strikes. I am one of those who think that strikes are very dangerous things, and very often and very generally unwise things; and I was by no means, I say, one of those inclined to think that every strike was right or wise, and that everything that was done in pursuance of a strike was likely to be necessarily right or wise. (Hear, hear.) But every fair man must desire to examine for himself every such question that arises, and however strong might be and is my

FEELING AGAINST STRIKES,

and my desire to see them avoided by the advisers of the workmen. (Hear, hear.) Yet without going into the merits of what is called the "Cardiff strike" on the one side or the other, at all events we must all of us as lovers of justice be anxious that no injustice shall be committed in connection with a strike, and that no unjust prosecution should occur, and no unjust conviction take place, and above all things that no principle be laid down detrimental to the cause of labour in general. (Applause.) Now all these conditions seem to me to have been violated in the present case. (Hear, hear.) And I confess that after having read almost everything that has been written I think about it, I have formed a very strong opinion upon

THE SIDE OF MR. WILSON

and his friends. (Applause.) In the first place the original idea was evidently, as was admitted by the prosecution, to prosecute Mr. Wilson for a much graver offence than that for which he was ultimately convicted. The idea was that Mr. Wilson was to have been shown to have been guilty of actual riot and of direct incitement to acts of violence against individuals and against property. Well, that broke down, and, as a matter of fact, the prosecution altered their charge from one of the kind which I have just described to the milder but, at the same time, if possible, more dangerous charge (because of its very vagueness) of "unlawful assembly." Now I call that a

DANGEROUS CHARGE,

because every reformer, every man who desires ardently to change something which exists, must at some time or other in his life lay himself open in the minds of some men to the charge of "unlawful assembly." (Hear, hear.) There are a great many people of a timid disposition who are disposed to think that all assemblies ought to be unlawful, if they are not unlawful as a matter of fact, and the idea of what is or what is not an "unlawful assembly" is one of those

INTANGIBLE IDEAS

which differs from time to time according to men's terrors and men's interests, and men's fancied views of what may or may not be the outcome of an agitation which they dislike. Therefore it is that I call this a most dangerous principle—adverse to the rights of labour and adverse to the rights of those, whether labourers or not, who desire freely to meet together in great numbers to discuss matters that are of importance to the State. (Applause.) Now, gentlemen, Mr. Wilson was convicted not of the major offence alleged against him, but of the minor offence, and reading the report of the trial as carefully as I could, I distinctly formed the view that the

JURY COULD NOT HAVE BELIEVED

—that the prosecution themselves did not, as a fact, believe the truth of the words which were put into Mr. Wilson's mouth. (Applause.) I do not credit the statement that Mr. Wilson used those words, nor do I believe as a fact that those who prosecuted him believed that he used those words. (Applause.) But, as I have said, he was condemned for this

IMAGINARY OFFENCE

of "unlawful assembly," and I am convinced also that however prejudiced some members of the jury may have been, they did not imagine that in convicting him on the charge they were exposing him to the probability of a sentence so heavy as that which was passed upon him. As a fact, I do not blame that jury so severely as some do, because when a man is tried on an intangible charge such as that of "unlawful assembly," undoubtedly you may have men who have not carefully and fully considered the probable consequences of their act, and who will say, "Well, it is a question for others to decide, and not for us, what is the proper punishment for this very imaginary offence it is obviously slight, and an almost

IMAGINARY OFFENCE,

and we will say that he was guilty of 'unlawful assembly,' and if there is nothing so very harmful in this 'unlawful assembly,' probably he will be sentenced to a fine or a day's imprisonment, and everything will pass off very comfortably indeed." I am convinced that there must have been many men on that jury who thought that they were passing simply a nominal opinion on a very nominal offence. But I question whether after the magnificent demonstration which has just taken place in the streets of Cardiff, a single man could be found to-day or to-morrow, whether he be or not a member of that jury, who would dare to say

that Mr. Wilson was rightfully sentenced to six weeks' imprisonment for the offence that was alleged against him. (Applause.) And that is

THE MAIN POINT

after all. (Applause.) Don't let us try and assign the blame between one person or another, or single out members of the jury. It may be considered a class jury or a politically prejudiced jury; but don't let us too narrowly inquire into these things. But let us honestly say to these men, "Is there one among you who believes that he did wisely in bringing a conviction against this man and his sentence on him of six weeks' imprisonment?" I doubt whether any member of the jury would entertain that view; who would entertain any doubt as to whether

THE RESPECT OF THE COUNTRY

for law and order has been increased—whether, in fact, it has not been diminished by the sentence passed on Mr. Wilson. (Applause.) Well, gentlemen, I have already said that these prosecutions—these convictions for this very imaginary, altogether vague and intangible offence of "unlawful assembly"—are a very dangerous thing, and we ought to look beyond this merely personal case of Mr. Wilson, however much we may admire him. We ought to

LOOK BEYOND

this town of Cardiff—beyond even this Sailors' Union—and we ought to consider, and I am sure that the members of the Trades' Council who are here to-day, and the representatives of the various trades and of labour generally, must consider what will be the general consequences of acts such as that we are met here to-day to censure. I regret that all of us who are concerned in demanding large changes of any kind, all of us who at any time in our life have taken part in either social or political reforms, must lay ourselves open to charges of "unlawful assembly" from those who differ from our views, or from the methods in which we enforce those views. I repeat that there is nothing more to be cherished by the people of this country than the

RIGHT OF PUBLIC ASSEMBLY,

and nothing to be more carefully guarded—more carefully guarded either against mob violence on the one side, and on the other side against the use of the law by those particular classes who may be offended at the particular measures proposed. (Applause.) Then, too, gentlemen, there is the other moral which is drawn attention to in the resolution, which I hold to be of equal importance, and that concerns the jury system. (Applause.) Without unduly blaming or censuring those particular gentlemen who have decided this case, we may at all events all of us agree, and I dare say they themselves in their calm moments would agree, that it is undesirable that an offence or pretended offence, affecting trade should be decided entirely by juries composed of the upper or middle classes—(applause)—and that it must be a right principle that

PROPERTY QUALIFICATIONS

which have been got rid of in this country for all the most important purposes should disappear for the smaller purposes. (Hear, hear.) It is curious that Parliament has got rid of the property qualifications for its own members—that it has swept them away for the Town Councils, for which they were formerly imposed; that it has never introduced them for the County Councils; but that for the smaller purposes, for juries and boards of guardians, and for local boards, the property qualification still exists in this country. And certainly there is no reform more important to the working classes of this country and to the interests of labour than that all the householders of this country, if not all the inhabitants of the country, should have an equal share in these matters and

AN EQUAL VOICE

—(applause)—and that you should trust to the common opinion both for trial and for local government of all the classes of which the people of this country are made up. These are the two morals we should draw from this particular case. Our object on this day should be in the first place to sympathise with and welcome Mr. Wilson, and in the second place to draw these

TWO MORALS

—the moral with regard to the right of public meeting, and the jealousy with which we should preserve it against this indefinite offence of unlawful assembly; and in the second place the necessity—not the necessity of labour only, but of all classes of the country as a whole—of sweeping

away all these vestiges of property qualification, and making the government of the country rest upon the support of the united masses of the people. (Loud applause.) He then formally proposed the same resolution as that passed at platform No. 1.

Sir Charles Dilke having moved the resolution,

COUNCILLOR JENKINS,

in seconding the resolution, said he had never heard the resolution before, and his speech would, therefore, be an impromptu one. They believed the treatment which Mr. Wilson received at the hands of a Cardiff jury was wholly uncalculated, and no body of men, if they had not had a

PREJUDICE

against the man or the class he represented, would have passed such a condemnation upon him. (Hear, hear.) For his own part he would rather be tried by one man than be tried by twelve men who were prejudiced. They were assembled together to raise their voices in protest against the present administration of the jury laws. As working men they claimed to have the privilege of being tried by their fellow classes, and not by the shopkeepers who had felt a little pinch during the time the dispute existed. The shopkeepers ought to be the men to see that working men got proper remuneration, because the more money they received the more they spent, and the tradesmen got the benefit. (Applause.)

The Rev. J. Wignall, of Swansea, in supporting the resolution, said they were assembled together to

WELCOME MR. WILSON

back to work, to leadership, and to victory. (Applause.) At Taibach a meeting was being held in support of Mr. Wilson, and the colliers of the hills, and the tin-plate workers, and other trades and classes of men all united in welcoming him back to liberty. The action of the Cardiff jury had done more good to Unionism in six weeks than anything else could have done in five years. (Applause.)

Mr. James O'Connor, secretary of the National Amalgamated Coal Porters' Union, who, in the course of a vigorous speech, said that he and Mr. Wilson had been privileged to co-operate one with the other in

COMBATING TYRANNY,

and he trusted that they would continue to work together with even more determination. Mr. Wilson had been in prison not because he had committed a crime—it was not in the man to commit a crime—but because he championed the cause of labour, and tried to save the seamen and firemen, if possible, from the

CLUTCHES OF THE CRIMP,

the shipowner, and the prostitute. (Loud applause.)

Mr. J. H. Jones also supported the resolution. He said he looked upon the crowd before him as a Court of Criminal Appeal. They knew the circumstances of the case; they knew the character of the witnesses both for the prosecution and defence, and he asked them to say whether Mr. Wilson was guilty or not guilty. (Cries of "No.") That was the verdict of them all? ("Yes.") He thought in the face of that no jury in the future would bring in such a wicked verdict as was returned in Mr. Wilson's case. (Applause.)

Mr. E. Thomas also briefly supported the resolution, which was then put and carried unanimously.

A vote of thanks to the chairman terminated the proceedings.

DEMONSTRATION AT PORT TALBOT.

About 500 tinplate-workers, colliers, dockers, and other workmen assembled near the Victoria Institute, Port Talbot, on Saturday afternoon, to celebrate the release of Mr. J. H. Wilson. Headed by the Exeelsior and Primitive Methodist brass bands they marched in procession through Taibach and Aberavon. At the latter place they wended their way to the Cattle Market, where a waggon was utilised as a platform. Councillor G. W. Walpole was voted to the chair.

MR. ABRAHAM M.P.

(Mabon) and Mr. Isaac Evans, miners' agent, Neath, occupied seats on the platform. Mr. E. Howe moved, and Mr. J. Edwards seconded, the resolution carried at Cardiff, as above reported.

The resolution was supported by Mr. Abraham,

M.P., who said they were not there to defend any man who ruthlessly and wilfully committed a breach of the law, but to defend a principle and a gentleman whom they believed had been committed to prison on very questionable evidence. That being so, they regarded the sentence passed upon him as unnecessarily and

UNWARRANTABLY SEVERE.

It was upon that ground that he consented to come there to address them. Whenever they had a law to respect it was the desire of all leaders of Trade Unions that they should respect that law minutely, and try to live up to it. At the same time, if the law were unjust, they should co-operate with their fellow-workmen in endeavouring to get the same altered, to make

UNJUST LAWS JUST,

and every unfair law a fair one; but while it was law it was their duty to obey. Let it be understood that it was upon that high platform that they were there that evening, not to defend men who committed breaches of the law, but to defend principles—to defend a gentleman who, in their honest belief, had been convicted upon questionable evidence. He had known Mr. J. H. Wilson for about ten years, and he believed him to be a more honourable and faithful subject of the Queen than to wilfully commit a breach of the law. Referring to the qualification of jurors, he said they wanted an

AMENDMENT OF THE LAW

in that direction. To-day it was not mental ability or moral character that gave a man the qualification to act as a juror. He must have a certain property qualification. Continuing, in Welsh, Mr. Abraham referred to the proposed month's stoppage in the tin-plate trade. Mr. Isaac Evans then addressed the meeting. Last Wednesday he had the pleasure of meeting Mr. Wilson, and he was sorry to say that he did not look any the better for his incarceration. He believed, however, that Mr. Wilson derived consolation from the fact that he had

SUFFERED IN THE CAUSE

of labour. He (the speaker) thought it was their duty, if they desired to improve the position of their fellow men, to be ready to suffer for the labour cause. Mr. Evans also dwelt upon the necessity for an amendment of the laws relating to the qualification of jurors, and advocated the payment of jurors, as working men would not otherwise be able to sacrifice their time in order to sit upon juries. He also spoke strongly against the proposed month's stoppage in the tin-plate trade. The resolution was then put to the meeting, and carried with great enthusiasm.

The *Echo* (May 14, 1891) says:—"No doubt the magistrates at Cardiff who sentenced Mr. J. H. Wilson to six weeks' imprisonment for taking part in an unlawful meeting during the recent strike in that town thought they were doing their duty, and the State some service. Not so, however, think tens of thousands in and about Cardiff, and hundreds of thousands—yea, we believe millions—outside of Cardiff. Mr. Wilson has served his imprisonment, and was liberated amidst the unthought plaudits of a multitude of men. He was a bit of a hero before, now he is both hero and martyr. The magistrates have assisted to put Mr. Wilson on a pedestal, and by so doing increased his influence and weakened their own."

Under the heading of the "Cardiff Hero," the *Weekly Dispatch* has the following:—"Mr. Wilson's reception at Cardiff after his release from prison is most significant. It is a popular protest against the stupid application of the law of conspiracy to trade disputes, despite the fact that an Act of Parliament is supposed to have rendered such a thing impossible. We need not enter into the details of this case. Suffice it to say that Mr. Wilson was sent to prison without there being the least evidence—outside the infamous conspiracy law—that he had been guilty of violently intimidating dockers from working on non-union terms. Now, on his release, the people of Cardiff mark their contempt of the law and of the magistrates who administer it by giving Mr. Wilson a magnificent reception. Is this a wholesome state of public opinion? What hope is there for a democracy except that which lies in its law-abidingness? How can we expect this instinctive respect for law to grow up among a class in whom Mr. Wilson's imprisonment has implanted a rankling sense of injustice."

LONDON'S DEMONSTRATION.

MAGNIFICENT MUSTER.

Last Sunday the weather in London was so cold, wet, and uncertain, that many persons who meant to have attended concluded that the demonstration in Mr. Wilson's honour would not be held, and therefore failed to turn up. Yet in spite of the wretched weather, the London Trade Unionists turned out in very large numbers to welcome Mr. J. H. Wilson. Mile End Waste was the trysting-place for all the Unions, who came with their bands and banners from east, west, north, and south. From the East India Docks section came the dockers and stevedores, lightermen, and coal porters, under the lead of Mr. A. Palmer, from Canning Town; and men working in the Victoria and Albert Docks of all grades, together with the gas-workers, came up under the care of Mr. Harry Styles from the north. Mr. Harry Brill, of the Coal Porters' Union, marshalled his procession from Clerkenwell Green; whilst the south side men, meeting on Deptford Broadway, went to join the others under the control of Mr. C. Wykes. The main body left Mile End Waste punctually at three, marching via Cambridge-road to Victoria Park, the

SEAMEN'S UNION

leading the way, Messrs. A. Mercer and F. Fowler acting as chief marshals. The procession had by this time reached very large proportions, and the banners of the various Unions had a very imposing effect. Of these there were nearly 100, and almost as many bands. The rain came down in torrents as the procession entered the park, but cleared off by the time the meeting began. Of course the largest crowd was gathered round platform No. 1, where Mr. Wilson spoke, and near which Mrs. Wilson and children were to be seen in an open carriage, carrying a large bouquet presented to her by some admirers. As the time approached for the putting of the resolution the rain came down in torrents again, but the attendance was

EXTREMELY ENTHUSIASTIC.

The following was the resolution which was carried unanimously at all the platforms:—"That we, the representatives of the various trade and labour organisations in meeting assembled, do hereby heartily congratulate Mr. J. H. Wilson on his return to liberty, and also pledge ourselves to do all in our power to return him and other labour candidates to Parliament, there to legislate and make laws whereby honest workers will be protected and not deprived of their liberty for seeking their rights."

At platform No. 1 Mr. Mercer, of the Sailors' and Firemen's Union, presided.

MR. J. H. WILSON

was greeted with loud cheers. He said he did not appear before them as the first Trade Unionist who had suffered for his opinions, but he thought it was the grandest thing that had ever happened to their cause when the masters attempted to send, and did send, one of the leaders of Trade Unionism to prison. Year after year the Trade Union Congress had passed a resolution which demanded a reform as regards the selection of jurors, who are at the present all drawn from one class—the middle class—who worship only one God, and that god the god of mammon. How could these men be expected to go into the jury box and give an unbiased verdict against one who was not of their own class? He had been tried by a jury of this description, and the result had been six weeks' imprisonment, of which

HE WAS PROUD,

and which had done him no injury. (Cheers.) He was prepared to suffer six weeks, and six years if necessary, to further the cause he had at heart. (Cheers.) There were many ways of getting fame; some people went to gaol to get fame—(laughter)—and since he had come out of gaol he found he had not hundreds of friends but millions. (Cheers.) Some time ago the enemies of Trade Unionism were stating that he was a beaten and discredited man, that he was distrusted and disliked by his fellow Unionists, and that they would only be glad of an excuse to throw him over. Acting upon this belief they secured his trial before a packed jury, and got him condemned. What was the result? When he came out of prison, those who distrusted him were rallying round him in thousands. (Cheers.) For two years the capitalists of this country had been encroaching upon the

RIGHTS OF COMBINATION.

They had the decision in the Bompas case, and then his trial came upon a trumped-up charge of unlawful assembly. He could have understood this in Ireland under the Coercion Acts, but he could declare to them before God that he was innocent of the charge brought against him, and he would prove that before six weeks were over. With a hostile Recorder and a hostile jury it was possible to send a man to prison upon a trumped-up charge. It was their duty to get this state of things altered, and that was by sending more working men to Parliament. (Cheers.) The ship-owners had thought by putting him in prison they would be able to break up the organisation which the seamen of the country had formed, but it had had exactly the opposite effect. It had drawn them all

CLOSER TOGETHER,

and they now acted as one man. (Cheers.) He trusted that the wave of progress would still go on until they secured a full share of the wealth they created. (Loud cheers.) Mr. James O'Connor, secretary Coal Porters' Union, was the next speaker. He said Mr. Wilson had been sent to gaol by Sir W. T. Lewis and his myrmidons, but the working classes must send him to St. Stephen's. (Cheers.) Mr. G. Shipton, secretary of the London Trade Council, said it was a

PUBLIC SCANDAL

that a law which was never intended to apply to trade disputes should be invoked to punish one who was taking an active part in them. (Cheers.) Mr. J. Mahoney, and Mr. Jones, solicitor, who defended Mr. Wilson at his trial, also spoke. At Platform No. 2, Mr. W. H. Ward (Gasworkers) presided. Mr. Tom Mann said the vindictive sentence passed upon Mr. Wilson at Cardiff had failed in its object. He had improved upon the prison diet, which was better than thousands of honest workers were able to get nowadays. (Cheers.) The grand turn-out that afternoon showed that the cause of Unionism had lost nothing by the persecution of Mr. Wilson. On the contrary the

SPIRIT OF FEDERATION

was at work amongst them, which he hoped would soon result in a complete Federation of Labour in the port of London, so that they could act together in all disputes. (Cheers.)

Mr. Mann was followed at the platform by other speakers, while at platforms 3, 4, and 5, the Shipwrights', Stevedores', Barge Builders', Railway Servants', and Cabinet Makers', and other Unions were represented by the speakers whose names were given in SEAFARING of last week. At No. 6, Mr. H. Brill, Coalporters' Union, took the chair. He said that it was a matter

FOR CONGRATULATION

that Mr. Wilson had returned from gaol to carry on the splendid work he had begun. For some time the coal-porters' and seamen's organisations had been working together on an agreement signed some time ago. Mr. Rose proposed and Mr. Leehy seconded the resolution. Mr. Paternoster, reporter, who had recently been visiting Branches of the Union on the Continent, referred to the indignation which the members of the Continental Branches felt at Mr. Wilson's imprisonment, and stated that the Scandinavian papers had pointed with scorn to the hypocritical cry of English liberty.

An extra platform was devoted to the Labour Electoral Association, of which Mr. J. H. Wilson is a member. A considerable number of delegates who are attending the Labour Electoral Congress were present, amongst them being Mr. W. Matkin, the president of the Trades Union Congress, and Mr. W. J. Davis, Labour Candidate for Bordesley Division, Birmingham. Mr. W. Bailey (Notts Miners' Association) presided, and strongly condemned the imprisonment of Mr. Wilson. It was generally regarded by the working classes as a

MOST INIQUITOUS SENTENCE,

and had called such attention to the administration of the law as would bring about speedy reform. (Cheers.) Mr. W. Matkin (Liverpool) proposed a resolution protesting against Mr. Wilson's imprisonment, inasmuch as such sentence was another evidence of the prejudice of magistrates and juries when labour questions were concerned. He had taken part with Mr. Wilson in the great strike in Liverpool twelve months ago, and nothing worse was done at Cardiff than in the city on the Mersey. Mr. J. J. Robinson (Middlesbro') seconded. As a colleague of Mr. Wilson in the Sailors' Union, he knew him to be

A LAW-ABIDING CITIZEN.

Mr. Wilson had built up the Sailors' Union, and had enormously improved the condition of the men, consequently he was intensely hated by unscrupulous employers. Mr. Councillor T. R. Threlfall, secretary Labour Electoral Association, supported the motion. He said that the time had come to demand a thorough reform of our judicial and magisterial systems. Working men should be placed upon juries, and magistrates should be elected by the people. He hoped the people of London would recognise the necessity of reforming the House of Commons. It was from thence that the evil commenced, and it could only be cured by them. Mr. W. House (Durham Miners' Association) also supported the resolution, which was carried with acclamation.

LABOUR ELECTORAL CONGRESS.

At the fourth annual meeting of the Labour Electoral Association at Westminster on May 18, Mr. George D. Kelley, of the Manchester and Salford Trade Council, the president, moved a resolution welcoming Mr. J. H. Wilson, secretary of the Seamen's and Firemen's Union, after his recent imprisonment, congratulating him on the popular reception accorded to him on his release at Cardiff, where his innocence or guilt would be best understood, and urging the electors of Deptford to return him at the head of the poll at the General Election. The president said that they felt that the imprisonment of Mr. Wilson was a gross miscarriage of justice. (Cheers.)

Mr. W. J. Davis (Birmingham) seconded the motion, which was carried with enthusiasm.

Mr. Wilson, who was loudly cheered on rising to respond, said the shipowner of the country had been trying every movement under the sun to have him sent to prison, but their success would only militate against them in the future. (Cheers.) He contended that what was wanted was an alteration in our present jury system by which innocent persons could be sent to prison; and he added that he would be prepared before many weeks were over to prove that he had never used the language imputed to him at his trial. (Cheers.) The petty shopkeepers at Cardiff before they went into the box said if they went on the jury they would make it hot for Wilson, and the man who said that was on the jury. ("Shame.") There were Conservatives on the jury, the Recorder was a Conservative, the advocate for the prosecution was a Conservative, and he believed the police who were so anxious for his conviction were also Conservative.

MASSACRES IN THE SOUTH PACIFIC.—The schooner *Albatross*, which arrived in Sydney Harbour from the South Pacific on April 7, reports the massacre of two boats' crews of a French labour vessel, involving the lives of at least 10 men, Europeans and natives. The massacre was perpetrated off St. Christoval. The French were recruiting labourers, and the natives recruited purposely capsized the boats, and when the crews swam ashore the islanders, who were watching in ambush, massacred them. The bodies, it is believed, were afterwards eaten. The *Albatross* also brings particulars of the massacre at Ugi, another island of the group, of a trader named Howard, who was in charge of Stephen's trading station at Ugi. A difference arose between Howard and the natives regarding some trade, when they set upon and murdered him, and afterwards looted the stores.

REPRIMANDED.—The Cardiff Local Marine Board have inquired into certain allegations as to misconduct made against Donald McDonald, while he was acting as chief engineer of the *Strathesk* (s.), of Glasgow. Mr. J. Vachell represented the Board of Trade, and Joseph Henry Jones defended. It appeared from the evidence of Captain George Walker, of the *Strathesk*, that McDonald signed articles for a voyage to Perim and other ports. When the vessel was coaling at Port Said on April 1, defendant went ashore and did not return until after the steamer had left her moorings. He came on board in a state of intoxication, used bad language, and went on the bridge, telling witness to blow the whistle. He returned to the deck and started one of the steam winches, causing a waste of steam, and delaying the steamer. After the winch had been stopped he picked up the wash-deck hose and began running after the crew. Finally he fell down on the bunker hatch and went asleep, and three hours afterwards he went below. Next morning he admitted having been drunk, and asked that the matter be overlooked. The Court, after reprimanding the defendant, discharged him, but he was informed that should another charge of the kind be preferred against him he would probably have his certificate suspended.

DR. HUNTER, M.P., AND VOTES FOR SEAMEN.

At the close of his address to his constituents in Aberdeen, on Monday evening, Dr. Hunter, M.P., received a large deputation from the Aberdeen Branch of the Seamen's and Firemen's Union. The deputation was introduced by Mr. Robert Fraser, president of the Branch, and Mr. J. C. Thompson, the secretary. The two matters introduced to the notice of the hon. gentleman were, first, the grievance seamen had in not having the power to vote at election times through being absent on a voyage; and, secondly, the amendment of the law with reference to those who were considered fit to be jurymen.

SUGGESTED AMENDMENT OF THE BALLOT ACT.

With regard to the first point, the deputation drew Dr. Hunter's attention to the fact that in all shipping ports throughout the country there was a large number of seafaring men who are now-a-days taking a deep interest in political, social, and other questions, and were interesting themselves as to the possibility of finding out ways and means whereby they could

GET THEIR VOTES

recorded during election times. It was pointed out that it was computed there were no less than about 700 seafaring men belonging to Aberdeen port who could not, under the present state of the Ballot Act, record their votes in consequence of their absence at election times; and taking this into consideration the deputation impressed upon Dr. Hunter the importance of these men having an opportunity of voting either one way or the other. Dr. Hunter, in reply, expressed himself as in

THOROUGH SYMPATHY

with the views of the deputation, and stated that he had thought over the matter already, but had found considerable difficulties in the way. He should be happy if they could, by any possibility, suggest any means whereby the object could be obtained, at the same time securing the secrecy of the ballot, and stated that he would be only too pleased to give his influence and support to any such project.

Dr. Hunter called at the Seamen and Firemen's Offices in Marischal-street, and met the office-bearers of the Union, when the discussion upon this point was again renewed. Various methods were suggested of meeting the difficulty, but the one which found most favour was the proposal of an arrangement whereby seafaring men might have the opportunity, say three days prior to an election or the day of the poll, of recording their votes. This might be accomplished by the establishment of a proper place on the shore or the quay at every port where a duly qualified officer would be in attendance for the purpose of receiving the voting papers. By this method it was held that there would be no disturbance of the present machinery, and the secrecy of the ballot would be preserved.

THE JURY SYSTEM.

With regard to the other point, referring to the jury system, the deputation expressed themselves that any man who was on the ratepayers' roll should be competent to sit on a jury, as property and money did not necessarily imply brains and sound common sense. By the method suggested, it was contended that there would be a great improvement in the jury system, and that a man would have a chance of a fairer trial. An illustration of this point was given. It was the case of a shore labourer who was tried for assault and intimidation in connection with the recent shipping strike. The trial took place before the Sheriff and Jury in Aberdeen, and in the indictment there were seven distinct charges against the man. The jury found six of the charges not proven, but on the seventh charge he was convicted. What they deducted from that was that if the man had been tried by so many of his compeers, the likelihood was, seeing that so many of the charges had broken down, the whole of the indictment would have been departed from. At the same time, while the deputation put this contention before the hon. gentleman, they distinctly wished it to be borne in mind that they were not finding fault with the decision of the jury.

Dr. Hunter said he had hammered away at this matter for years, and agreed with the views of the deputation that the jury should be chosen from the roll of ratepayers.

THE RATING ACT.

At the same time the deputation discussed the Rating Act in relation to able-bodied seamen. The Act was passed in 1880 for the purpose of providing that none but those who could produce a certificate of four years' servitude should be put on the ship's articles as A.B., but as a matter of fact it had remained a dead letter. It was pointed out to Dr. Hunter that, in the case of a man who had never been at sea, a captain, if he was so minded, could take that man into the shipping office and have him put on his articles as an A.B., and the shipping master made no inquiry into the matter. Dr. Hunter thought that the Act being there, it ought to be enforced and respected.

The deputation then thanked Dr. Hunter for his courtesy in receiving them, and withdrew.

HOMEWARD BOUND.

The following have been reported as homeward bound since our last issue:—

Achievement left Valparaiso Mar 19, for Liverpool
 Ambriz s left Sierra Leone May 12, for Liverpool
 Alexander Elder s left Baltimore May 13, for L'pool
 Alicia s left New Orleans May 13, for Liverpool
 Austral s left Albany, May 9, for London
 Akaroa left Wellington, NZ, April 27, for London
 Agatha left Tecolutia April 1, for London
 Atlas left Holzak, Mex, April 7, for Falmouth
 Atlanta passed Cape l'Aguilas April 19, for Channel
 Alma left Frey Bentos March 13, for Channel
 Augusta clrd at Melbourne March 26, for Channel
 Argo clrd at Melbourne April 3, for Channel
 Atalanta left Rosario April 1, for Channel
 Argo left Pensacola May 12, for Channel
 Assel clrd at Talcahuano March 19, for U K
 Alba left Savannah May 15, for U K
 Alton Tower s left Calcutta May 15, for U K
 Ashlow left St. John, N.B., May 2, for Cork
 Avona s left Calcutta May 12, for Hull
 Atrato s left Barbadoes May 9, for Plymouth
 Athenian s left Cape Town May 14, for Southampton
 Britannia s left New York May 13, for Liverpool
 Bothnia s left New York May 13, for Liverpool
 British Prince s left Philadelphia May 13, for Liverpool
 Bernicia s left Singapore May 7, for Liverpool
 Birdston left Pisagua March 27, for Queenstown
 Bosana left Salt River April 9, for Queenstown
 Burmah left Iquique May 6, for Channel
 Brooklyn City, s, left New York May 15, for Swansea
 Calabar s left Lagos May 13, for Liverpool
 City of New York s left New York May 13, for L'pool
 Clan Maclean s left Sagres May 12, for London
 Coptic s left Tenerife May 15, for London
 Clan Macarthur s left Suez May 12, for London
 Clan Forbes s left Suez May 14, for London
 City of Oxford s left Suez May 11, for London
 City of Calcutta left Perim May 12, for London
 Clan Macpherson s left Colombo May 13, for Lond'n
 Clan Stuart s left Galle May 9, for London
 Carthage s left Adelaide May 13, for London
 Clyde s left Colombo May 13, for London
 Chusan s left Colombo May 13, for London
 Christiania clrd at Wilmington May 5, for London
 Circe s left Montreal May 13, for Glasgow
 Coimbatore passed Cape l'Aguilas April 19, for Channel
 Charles Napier, Bray, left Rio Grande May 7, for Channel
 Carnarvon Castle left Tocopilla May 12, for U K
 Congo s left Aden May 11, for Hull
 Coronel clrd at Wilmington May 5, for Hull
 Chittagong s left Port Said May 14, for Hull
 Clyde s left Buenos Ayres May 13, for South'ton
 Crown of Arragon s left St Lucien May 10, for Swansea
 Dunkeld s left Cape Town May 13, for London
 Devonias left New York May 9, for Clyde
 Dane s left New York May 14, for Southampton
 Emma Marr clrd at St John, N.B., May 2, for Liverpool
 Ethiopia s left Suez May 11, for London
 Eldra clrd at Trinidad April 21, for London
 E S Lancaster s left St Vincent May 8, for London
 Ellesmere clrd at Rangoon May 14, for London
 Eugene and Eugenie left Luzon May 11, for Cardiff
 Elgin left St John, N.B., May 1, for Dublin
 Elbe s left New York May 13, for Southampton
 Fremona s left Montreal May 12, for Dundee
 Firth of Solway left Melbourne May 11, for Channel
 Florence clrd at Talcahuano Mar 19, for U K
 Finland left Savannah May 15, for U K
 Francisco s left New York May 11, for Hull
 Gulf of Guinea left Bahia May 10, for Liverpool
 Gulf of Anoud left Callao May 10, for Liverpool
 Gulf of Martaban s left Sydney May 5, for Liverpool
 Gregory s left Ceara May 9, for Liverpool

SHIPS SPOKEN.

Gulf of Venice s left Port Said May 10, for London
 Glenfalloch s left Port Said May 10, for London
 Glancous s left Suez May 10, for London
 Golconda s left Suez May 14, for London
 Godalming s left St Kitts May 13, for London
 Greta left Lyttelton Mar 31, for Channel
 Hankow s left Sagres May 15, for London
 Hildegard s left La Plata May 14, for Liverpool
 Hampshire s left Jeddah May 13, for London
 Hubback s left Suez May 15, for London
 Helene left Rio Grande April 8, for Falmouth
 Heligoland s left New York May 14, for U K
 Havel s left New York May 12, for Southampton
 In the Victoria, BC, April 16, for Liverpool
 India s left Aden May 13, for London
 Imperial Prince s left Galle May 14, for Dundee
 Jelunga s left Colombo May 12, for London
 John Smith left Rio Grande April 8, for Falmouth
 Karamania s left Aden May 11, for London
 Khorassan left Port Pirie May 8, for Channel
 Kehrwieler s left St. John, N.B., May 7, for Dublin
 Lake Huron s left Quebec May 13, for Liverpool
 Lizzie left Rio Grande April 5, for Falmouth
 Largo Bay s left St John May 9, for Bristol
 Manin s left Galveston May 9, for Liverpool
 Michigan s left Boston May 12, for Liverpool
 Mongolian s left Quebec May 14, for Liverpool
 Mirzapore s left Suez May 12, for London
 Mira s left Perim May 12, for London
 Manora s left Madras May 13, for London
 Minn s left New Orleans May 15, for U K
 Michigan s left Baltimore May 15, for Swansea
 Nethergate s left Newport News May 11, for L'pool
 Norwegian s left Montreal May 14, for Glasgow
 Neroid left Iquique May 7, for Channel
 Nubian s left Madeira May 14, for Southampton
 Oopack s left Suez May 12, for London
 Oratava s left Suez May 15, for London
 Oceana s left Suez May 11, for London
 Orbis left San Francisco May 6, for Falmouth
 Puerto-riqueno s left Norfolk May 11, for Liverpool
 Persia s left Malta May 12, for London
 Pelican s left Suez May 14 for London
 Paramatta s left Colombo May 13, for London
 Port Victor s left Hobart May 8, for London
 Peninsular s left Aden May 14, for London
 Prussian s left Boston May 16, for Clyde
 Palmira s left Parana Mar 30, for Channel
 Pawnee s left Norfolk May 12, for U K
 Pontiac s left Norfolk May 12, for U K
 Polynesian left St. John, N.B., May 6, for Dublin
 Roumania s left New York May 14, for Liverpool
 Rimutaki s left Rio Janeiro May 11, for London
 Rochdale left Newport News May 13, for London
 Rockhurst clrd at Melbourne Mar 26, for Channel
 Robbia s left Baltimore May 15, for U K
 Sorata s left St. Vincent May 13, for Liverpool
 Servia s left New York May 8, for Liverpool
 St Francis left San Francisco May 12, for Liverpool
 Sicily s left Buenos Ayres May 15, for Liverpool
 Siddons s left Rio Janeiro May 16, for Liverpool
 Scottish Admiral left Auckland May 12, for London
 Salerno s left Barbadoes May 14, for London
 Subbeam left Rio Grande April 2, for Falmouth
 State of Indiana s left New York May 5, for Clyde
 State of Nevada s left New York May 14, for Clyde
 Snow Queen clrd at Daigen, Ga., May 16, for N'castle
 Spartan s left Madeira May 13, for Southampton
 Severn left Aquadilla April 10, for Swansea
 Tenasserim s left Sagres May 15, for Liverpool
 Teutonia s left Newport News May 11, for L'pool
 The Queen s left New York May 11, for Liverpool
 Toopilla left Valparaiso March 19, for Liverpool
 Toronto s passed Father Point May 10, for L'pool
 Taroba s left Brisbane May 11, for London
 Umvoti left Ascension May 11, for London
 Urbino s left Suez May 10, for Hull
 Vivid left Barbadoes May 9, for Liverpool
 Virginian s left Boston May 13, for Liverpool
 Vesta s left New Orleans May 13, for Liverpool
 Vancouver s passed Father Point May 14, for Liverpool
 Venezian left Moulmein April 1, for Channel
 Viola s left Newport News May 14, for U K
 Windsor Castle clrd at Talcahuano May 8, for Liverpool
 Wilcannie s left Adelaide May 12, for London
 Winfred left Sydney May 12, for London
 Waldensian s left Philadelphia May 12, for Clyde
 Westland left Lyttelton May 1, for Channel

THE result of the Board of Trade inquiry at Hull into the stranding of the local steamer *Fairy* is that the Court cannot but pronounce the master in default, but at the same time they think it is a case where a lenient course may be adopted, and it does not, therefore, deal with his certificate. The Court, however, trusts that this will be a serious warning to the master in the future to be less confident as to an assumed position, and when approaching the land in thick weather to have constant recourse to the lead.

Australia, April 26, 33 N, 39 W.
 Austriana, British Columbia to Liverpool, April 27, 34 N, 39 W.
 Astoria, British ship, bound south, April 4, 8 S, 31 W.
 An English gunboat, steering SSW, May 13, 47 N, 8 W.
 Arvenire, C, for Table Bay, April 10, 1 S, 28 W, reported by telegraph from Liverpool.
 Adderley, of Liverpool, April 6, 7 S, 33 W.
 Athos, British steamer, New York to Port-au-Prince, etc., May 3, 25 N, 74 W.
 Angerton, s, steering south, May 8, 4 N, 13 W.
 Araby Maid, barque, of Leith, Falmouth for Leith, steering west, all well, May 17, 55 N, 2 E.
 Ashlow, barque, St. John (N.B.) to Cork, May 7, 43 N, 58 W.
 Beech Holme, Antwerp to Valparaiso, April 23, 24 N, 21 W.
 Bristol, British barque, New York to London, May 5, 48 N, 33 W.
 Bay of Fundy, British barque, Cardiff to Rio Janeiro, May 6, 47 N, 37 W.
 Brahmin, of Greenock, Wellington (NZ) to London, long, 26 W.
 Bankfields, barque, of Liverpool, steering WSW, May 5, 12 miles ENE of the Casquets.
 Bureshire, four-mast ship, steering SW, April 4, 1 N, 28 W.
 County of Dumfries, ship, Calcutta to Dundee, April 27, 33 N, 40 W.
 Chas. S. Whitney, April 12, 17 S, 32 W.
 City of Paris (s), bound West, May 16, 48 N, 34 W.
 Cavour, British barque, Pascagoula to Greenock, May 15, 29 N, 80 W.
 Conway Castle, s, London to Cape Town, May 10, 14 N, 18 W.
 Colina, s, May 19, 47 N, 8 W.
 Callao, British barque, Liverpool to Honolulu, all well, April 12, 35 S, 51 W.
 Criffel, barque, of Liverpool, for Valparaiso, steering south, March 29, 15 S, 30 30 W.
 Drammen, April 15, 9 S, 28 W.
 Dolbadern Castle, of Liverpool, Swansea to San Francisco 43 days, March 23, 15 S, 33 W.
 Dundrennan, ship, New York to Japan, all well, April 12, 5 N, 29 W.
 Drumellan, of Liverpool, for San Francisco, all well, April 12, 35 S, 51 W.
 Dharwar, ship, of London, all well, May 11, 40 N, 35 W.
 Duple, barque, off Holyhead.
 Emma T. Crowell, New York to Shanghai, April 24, 13 N, 26 W.
 Emilio M, Cardiff to Genoa, May 3, 41 N, 12 W.
 Erato, April 19, 1 N, 26 W.
 Ebenezer Parry, schooner, of Oaernarvon, bound south, May 8, 32 N, 21 W.
 Erne, Jamaica to Bristol Channel, May 9, 45 N, 31 W.
 Egalite, brig, of Nantes, bound west, May 4, 45 N, 43 W.
 Elgin, barque, St. John (N.B.) to Dublin, May 8, 42 N, 67 W.
 Freshfield, barque, bound south, May 18, 45 N, 9 W.
 Falls of Earn, of Glasgow, all well, April 29, 13 S, 28 W.
 Glenfarg, brig, steering SW, May 9, 49 N, 13 W.
 Glanperis, steering south, April 1, 3 S, 28 W.
 Glasgow, barque, Port Augusta to Cork, all well, May 11, 49 N, 19 W.
 Gulf Stream, of Glasgow, 33 N, 18 W.
 Gallia, s, Liverpool to New York, May 15, 50 N, 25 W.
 "Herbert Porter," steering south, May 12, 27 N, 17 W.
 Hereford (!), ship, of London, off Royal Sovereign light vessel.
 Isabel, Hamburg to Porto Alegre, April 27, 22 N, 22 W.
 J. W. Marr, April 4, 2 N, 28 W.
 Jane Richardson, barque, of Brixham, steering NE, May 15, 120 miles SW of Ushant.
 Jason, ship, of Greenock, bound south, May 2, 14 N, 27 W.
 Luna, May 10, 47 N, 10 W.
 Ladakh, April 21, 5 N, 25 W.
 Lanarkshire, of Glasgow, steering south, March 23, 27 S, 41 W.
 Lake Erie, barque, Iquique to Falmouth 98 days, all well, April 21, 21 N, 38 W.
 Loch Trool, barque, steering SW, May 7, 49 N, 12 W.
 Maud Hartmann, British steamer, Halifax to Sydney, May 5, 41 N, 57 W.
 Norfolk Island, May 2, 13 N, 26 W.
 Nicoline, of Thisted, for Iceland, May 8, 63 N, 21 W.

New York, of Liverpool, for San Francisco, all well, April 10, 42 S, 56 W.
 Newfield, barque, of Liverpool, May 18, 44 N, 9 W.
 Osmond O'Brien (not Oswald O'Brien, as before reported), British barque, Boston to Brunswick, Ga., May 1, 32 N, 67 W.
 Oswald O'Brien, British barque, Boston for Brunswick, Ga., May 1, 32 N, 67 W.
 Pass of Balmaha, May 15, 50 N, 20 W.
 Pretoria, s, Southampton to Cape Town, May 13, 32 N, 15 W.
 Pleione, of Southampton, steering SW, all well, April 9, 20 N, 27 W.
 Polynesian, ship, St. John (N.B.) to Dublin, May 10, 41 N, 62 W.
 Routenbeck, British barque, bound south, April 3 10 S, 31 W.
 Robert Duncan, April 4, 2 N, 29 W.
 Reigate, April 8, 26 S, 40 W.
 Rossignol, British ship, bound east, May 18, 50 N, 15 W.
 Reciprocity, ship, steering north, May 18, 47 N, 14 W.
 Ravenscraig, ship, Cardiff to Iquique, March 31, 4 S, 30 W.
 Rotterdam, s, Amsterdam to New York, May 10, 49 N, 17 W.
 Silver Stream, May 1, 10 N, 37 W.
 Stella, British schooner, bound east, May 16, 48 N, 36 W.
 Scotland, British barque, London to New York, May 6, 47 N, 37 W.
 Solon, steering south, May 2, 14 N, 28 W.
 Tartar, s, Southampton to Cape Town, May 10, 13 N, 18 W.
 Talus, of Greenock, steering south, May 11, 49 N, 9 W.
 Wanlock, bound west, May 17, 47 N, 8 W.

STATE OF TRADE.—Mr. John Burnett, the labour correspondent of the Board of Trade, states in his report on the state of the industrial market, that while some employments have shown a falling off during the past month, a counterbalance is found in the improved state of others. Strikes have been unfortunately more prevalent. The number recorded for April was 77, as against 53 for March. One of the results of the increased demand for labour in the building trades is shown in the fact that this industry heads the list of disputes with no less than 16 strikes. Among iron, steel, and brass workers there were 10; in the cotton trade, 9; in mining 6; and among dock-labourers, 2. Twenty-one societies, with a membership of 242,831, have sent in reports to the Board of Trade, the number of unemployed being given 6,548 against 7,000 last month. Two trades are returned as "very good," 12 are "good," and 7 are moderate. The London printing industry has experienced a marked change for the better during the month, and there is also increased briskness in the building trade.

TO BRITISH SAILORS IN FOREIGN PORTS.—The British Consul-General at Havre in his last report has some interesting observations on the suggested extension to British discharged sailors in foreign ports of what is called the "Midge" system, which has worked so satisfactorily at home. There are, he says, many difficulties in the way. For instance, a special additional clerk would have to be appointed to each large consulate, and paid by the Government, whose duty it would be to watch for the arrival of and to board each vessel, in order to try to persuade the men who are going to be discharged to go away to their homes and have their wages sent after them. But as there is no provision in French law, as in our Merchant Shipping Act, against boarding vessels when arrived alongside the quay, the "sharks" would go on board at the same time as the clerk, armed with the additional persuasive powers of the brandy bottle and the offer of money on loan, and carry off many of the men. Moreover, it frequently happens that the captain cannot obtain money for some time after his arrival in port, or make up his accounts until he has received from his owners particulars of the amounts of the allotments paid by them, and these unavoidable delays would mitigate against the practical working of the scheme. It is certain that it would be useless in France unless we could first induce the French Government to make their law against crimping and boarding vessels without the master's permission more severe. With the gradual increase of steamers, which do not, as a rule, discharge their crews abroad, in place of sailing vessels which do, the evils connected with this state of things, although still more or less existing at certain ports, are decreasing.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AT REDUCED ENTRANCE FEE, THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, *via* Acklington.
AMSTERDAM.—H. Wienhuizen, Waterloo, Plain, secretary.
ANTWERP.—
ARBRATH.—J. Wood, 17, Ferry-street, Montrose.
ARDBROSSAN.—W. Galbraith, 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
BLITH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BREMENHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BUNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
CORK.—Michael Austin, 6, Patrick-street.
CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, 15, Peter-st. (N.U.D.L. Hall). Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNee, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGARVAN.—P. Power, 5, St. Mary-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 13, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, sec. pro tem; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL (Branch No. 1).—H. R. Taunton, 8, Price street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL (Branch No. 2).—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq. Wednesday evening, 6.30. Delegate, J. Roscoe.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. E. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin. E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A. LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lerne Park-road, South Lowestoft.

- LONDON DERRY.**—A. O'Hea, 27, William-street.
MALMO.—Axel Danielson, Nørregation No. 3b.
MARYPORT.—F. F. Gant, 75, King-street, secretary. Meeting, Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
PENARTH.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSMOUTH.—W. Thorburn, 33, St. John's-road, Threatham.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chiver, Old Skating Rink, Bell-st., secretary; Lient. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TREES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Aytan, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN. } John Smith, Maryport.
WORKINGTON. }
YOUGHAL.—J. Collins, Braun-street.

ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fosterling of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scrapings of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they were getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

THE FEDERATION TICKET. BEFORE THE FIGHT AND AFTER

RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 6d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

RULES.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any Seamen's Union.

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MASTERS & Co. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

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292, BUTE STREET, CARDIFF.

MASTERS & Co.

18 & 19, CASTLE STREET, SWANSEA.

MASTERS & Co.

39 & 40, HIGH STREET, NEWPORT.

Seafaring.

SATURDAY, MAY 23, 1891.

BEASTS BEFORE SEAMEN

Judging from the published summary of the correspondence on the subject of Sunday labour in British Colonies, it does not appear that the Missions to Seamen have accomplished very much by directing the attention of Lord Knutsford to the evils suffered by the crews of cargo ships in the harbours of the Crown Colonies in Eastern seas from the prevalent practice in those ports of unnecessary Sunday labour in transshipping cargoes. Lord Knutsford communicated with the British representatives at the various ports complained of, and these officials generally seem in favour of working seamen on Sunday, though how they would like to work on Sunday themselves we are not informed. As it is not the correspondence itself which is before us at the time of writing, but only a summary, we need say no more on the subject until we have seen the correspondence itself, except that the official representatives of Britain abroad, or at least such of them as the sailor is brought into contact with, are not usually favourable to either the seamen, the keeping of Sunday, or the observance of any of the Ten Commandments. There has just been issued another official publication of interest to seafaring men, in the shape of the Report of the Departmental Committee of the Board of Trade and the Board of Agriculture appointed by the latter department "to inquire and report what further regulations are necessary in order to give more complete effect to the provisions of the Contagious Diseases (Animals) Act, 1878, which empower the Board of Agriculture to make regulations for protecting animals from unnecessary suffering during their passage by sea." Why the Committee was not charged with the duty of ascertaining what could be done to protect the crews of the cattle-ships, is a question that many persons may feel inclined to put, forgetting that as seamen have not votes in the election of M.P.'s, Parliament thinks far more of beasts than of seamen. The Report of the Committee must, however, be dealt with as it is, and not as it ought to be. And so dealing with it, we find that it is not without use, however unintentional, to the seamen. When Mr. Plimsoll a few months ago exposed some of the horrors and dangers of the

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, Samuel Plimsoll, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, then join the Union at once.

Atlantic cattle trade, he was met with the usual storm of abuse, ridicule, and misrepresentation from interested quarters. Mr. Plimsoll expressed himself as ready to wait for the Report of the Committee, and now that Report has been made public it goes far to help his case. Mr. Plimsoll's primary object was the safety of seamen, not the treatment of the cattle, although he denounced its cruelty. The primary object of the Committee, on the other hand, was the safety of the cattle. Mr. Plimsoll thus approached the subject from one side and the Committee from another. Yet in some respects both come to very similar conclusions, so that the Report of the Committee, without being meant to do so, rather supports Mr. Plimsoll than otherwise. The Committee is very careful to state—

It has been alleged by Mr. Plimsoll that great and systematic cruelty exists in the treatment of cattle during shipment and passage. This allegation we are bound to say has not been supported by the witnesses we have examined, although we have received direct evidence from another witness that cruelty has from time to time been practised by cattlemen in order to force exhausted beasts to rise. He stated that he had on one occasion seen and stopped men spitting tobacco juice into the eyes of the exhausted cattle, and pouring water into their ears and nostrils, to make them rise. But these practices, the object of which is to prevent the exhausted animals from being trampled to death or suffocated by their companions, were resorted to, he said, by "stiffs" and not by experienced cattlemen.

As the Committee admits that "stiffs" are extensively employed, the conclusion that the cruelty is practised by "stiffs" seems rather to prove that it is the rule than the exception. But although the Committee are thus careful to differ from Mr. Plimsoll, the conclusions and recommendations of the Committee ought to strengthen, not weaken, his case. The Committee, for instance, find that in heavy weather, even in the best ships, cattle are always liable to suffering, and sometimes heavy loss, and recommend "that cattle should not be carried on bridge decks or poops. Cattle should not be carried on the upper deck of any ship under temporary shelters. The shelters should be of such a character as to form part of the permanent structure of the ship. Cattle should not be carried on the lower 'tween deck of any ship unless adequate means of artificial ventilation are provided. Cattle should not be carried on the hatchways, or on any part of any deck where they can impede the navigation of the ship, or interfere with the lowering of boats." The Committee thus, however inferentially, prove that the trade is a dangerous one which calls for many reforms. Had the Committee been appointed to consider the welfare of the crews as well as of the cattle, its Report would probably have done still more to confirm Mr. Plimsoll's statements. But even as the Report stands it does much to corroborate him, and amply shows that he deserves the gratitude of the public for calling attention to the trade as at present pursued.

SAILING vessels linger in conservative China. But our Consul at Tainan, in his report issued on Saturday, states that even there the steamship is displacing the sailing vessel. Into that port last year, 74 steam vessels entered, whilst only 23 sailing vessels went in. Of course the tonnage was proportionately higher on the part of the steamers. Out of the steamers 60 were British; the sailing vessels were nearly equally divided between Britain and Germany. But there is work for more steamers in these Chinese ports.

THE TOPSAIL OF THE "VICTORY."

["On the wall is suspended the foretopsail of Lord Nelson's flagship *Victory*."—Vide Catalogue.]

Oh! wings of Victory!
Proud battle-plumage, torn with shot and ball,
Draped in wide tattered glory on the wall!
Come hither! come, and see!

Lord Nelson's canvas here!
The topsail of his Flagship when he sailed
To win Trafalgar for us—and prevailed
Mid thunder, flame, and fear!

The cloths she sheeted home,
Shining and white, that day!—halliard and clew,
Criggle, and tack, and bolt-rope—clean and new,
Close to the foe to come:

Now, faded—ragged—frayed;
As yellow as King George's guineas! Rent
From bunt to earring; yet magnificent!
Yet in royal state arrayed.

For, dear and dauntless Ship,
Built of British oak! and manned with hearts
Staunch as the heart of oak!—what pulse but
Starts?

What pride leaps to the lip,
Thinking how each clout heard
The boatswain pipe, "Hoist the foretopsail, lads!"
"Haul home! haul home!" and then it soars and
spreads
Like pinion of sea bird;

Amongst the clouds, a cloud;
And then it sees from foretop—while it holds
The Spanish breeze, and mightily unfolds—
Down on the decks that crowd

Of Nelson's lions stand
Stripped to the waist, at stations; every man
Alight with the great signal words that ran
Joyous, and good and grand—

England expects
That every man this day—"Ay! ay! we hear!"
"Our duty we will do! have ye no fear!"
The very cannons' necks

Lean hungry o'er the swell,
Craving for battle food; and, leading all,
Nelson's Three-decker goes, majestic!
Beautiful! terrible!

Oh, wings of Victory!
Flew ye, indeed, that forenoon, white and great,
Wafting our hero to his glorious fate
Over the dancing sea?

Marked ye, indeed,
The haughty foeman's challenge-flags unfold
From ship to ship, along the rippled gold?
And, ever true at need,

Collingwood close? And Lake?
And Nelson, from his knees, come brave and gay
To give his bright blood for us; and th' array
Of liners, in his wake?

Gods! how we see
Bullet and roundshot rend thy bellying white!
And scarlet smoke-wreaths from the rattling fight
Enwrap thee, weather and lee!

And how—below,
Mid blast of such red thunders, rife with death,
Such terror as no tempest witnesseth—
Our British Jacks, aglow,

Fight on for Britain's Crown
As if each man were not King's man, but King!
And what cheers split the sky when, fluttering,
Flag after flag comes down!

And then—there! there!
While the scorched folds flap triumph—that 'curst
ball,
The mortal wound! Our matchless Champion's fall!

Loss that makes all gain dear!
Foretopsail old!
Under your feet he fell—splendid in death!
Under your shade breathed forth his patriot breath!

Ah! wove with valour's gold.
Heroic Rags!
Flaunt, to the world, as once to France and Spain,
Token of England's might upon the main,
Better than blazoned flags.

Flaunt, for ye may!
Tatters, that make it boast enough to be
Of Nelson's blood! Torn wings of Victory
From dread Trafalgar's Day!

May 5, 1891. EDWIN ARNOLD,

NAUTICAL NEWS.

THE Hamburg-American steamer *First Bismarck* made the passage from Southampton to New York in 6 days 14 hours 15 minutes—the fastest on record between these ports.

AN action in the Admiralty Court, arising out of the collision in Barry Roads last November between the steamers *Cadocan* and *Emilie*, has resulted in the former being pronounced to blame.

THE lifeboat *Covent Garden*, belonging to the Royal National Lifeboat Institution, and stationed at Caistor (Norfolk), safely landed Friday morning nine of the crew of the steamer *Cambria*, which was stranded on the Cross Sands.

THE Marine Board of Stettin has inquired into the collision between the steamer *London*, belonging to the Neue Dampfer Compagnie, and the Hall passenger steamer *Seagull*, on the morning of Feb. 8, 1891. The decision was that the collision was owing to the fault of no one.

AT London, May 19, Vincent Borg, 34, a Maltese fireman on board the *Amber*, s, charged with violently assaulting Vincent Music, by biting a piece out of his lip, when the vessel was lying off Barcelona, on April 20 last, was sentenced to twelve months' hard labour.

AT the North Shields Police Court, John Carlwood, donkeyman, charged with having smuggled 8½ lbs. of cavendish tobacco and a quantity of proof spirits on board the *Benton*, s, from Hamburg to the Tyne, was fined double value and duty, £5 17s. 8d., and costs, or one month's imprisonment.

AT the Gravesend Police Court on May 15, Thomas Wood, waterman, was summoned under the Merchant Shipping Act, for, that he being an unqualified pilot, continued in charge of the *Glennibanta* (s.), after a qualified pilot had offered his services. The Bench fined defendant 10s. and costs—£3 17s. in all.

THE Royal National Lifeboat Institution have decided to carry out at Lowestoft next autumn a series of competitive trials and tests with sailing lifeboats, and invite inventors and others to enter boats for the competitions, under certain prescribed conditions and regulations, which can be obtained from the secretary before June 30.

THE Board of Trade have awarded their silver medal for gallantry in saving life to William Reynolds, commissioned boatman of coastguard at Ballygally, in recognition of his services in swimming out through the surf with a line to the steamship *Dungannon*, and effecting communication with that vessel when she stranded near Ballygally on April 3, 1891.

MR. WILSON AT SWANSEA.—Mr. J. H. Wilson, the secretary of the Seamen's and Firemen's Union, was present at a meeting held in aid of the early-closing movement at Swansea, May 11. The Rev. W. A. Clarke, Unitarian minister presided, supported by Canon Richards, Mr. James Livingston, Dr. Morgan, Mr. John Taylor, and some members of the Trades Council and leading members of the Seamen's Union. Mr. J. H. Wilson, who was received with enthusiasm said that if he had been six years in gaol instead of six weeks his spirit would be as great as ever it was in the work he had before him. Every good cause prospered through persecution, and no matter how much the classes might persecute Trade Unionists, they would never be able to prevent the flowing on of the wave of progress and of freedom which proclaims liberty to the white slaves of this country. Expressing his sympathy with the shop assistants, who suffered a worse kind of slavery than those in countries where open slavery was still openly practised, he said his father was a shop assistant who, through undergoing the privations that had been described that night, died from consumption, and three of his brothers followed him. It was the duty of the public to avoid all the shops where they found employers trying to crush the workers. Coming to his recent incarceration, he said, out of the hundreds of disputes he had been engaged in, that at Cardiff was the most orderly. The point and lesson they must learn from the recent trial was—Was it right that the jury who tried their fellow-creatures should be drawn entirely from one class of men, and they must never return any man to Parliament unless he was prepared to pledge that he would support a bill for the payment of juries and the abolition of the property qualification. (Cheers.)

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Mr. Wilson and Mr. Robinson, of Middlesbro', have both been attending the annual meeting of the Labour Electoral Association at Westminster during the week.

The general secretary left for Cardiff on Tuesday night with Mr. J. H. Jones and Mr. Gardner to appear against certain persons against whom summonses had been granted for alleged perjury in the recent trial.

Mr. W. M. Maxwell, assistant general secretary of the Union, has now been confined to bed for a week by serious illness, from which at the beginning of the week it was hardly expected that he could recover. Since then Sir Andrew Clarke has been consulted, and a change for the better has taken place, so that it is now hoped that he will continue to improve. Mr. England is expected to remain at the head office, at any rate for the present.

The usual weekly meeting of Green's Home Branch was held at Plimsoll Hall, Poplar, on Tuesday, May 19, Mr. Whitehead in the chair. The members joined during the week were duly elected, and the minutes were adopted. It was decided to attend with banner to the meeting of the Dockers' Union at North Woolwich on Sunday, May 24, at 2 p.m. Votes of thanks were passed to the Glasgow Branch, Middlesbro' Branch, Grays, and Gravesend for sending banners to the demonstration to Victoria Park on Sunday last to welcome home Mr. J. H. Wilson to liberty. Also thanks to Mr. Begg, of Hull, Mr. Robinson, of Middlesbro', Mr. Harrison, of Barry, Mr. J. Gardner, of Cardiff, Mr. Bennett, of King's Lynn, and Mr. Wall, of Grays, for their attentances on that occasion. Mr. Wilson was invited to attend next meeting of the Branch. A vote of thanks was tendered to the combined trades of London for their kindness and sympathy shown towards our Union and its leader by turning out with bands and banners and their thousands during the very unfavourable weather of last Sunday, to give a welcome home to Mr. J. H. Wilson.

Tidal Basin Branch held its usual weekly meeting, May 16. In the absence of the president, Bro. Leask occupied the chair during the evening. The members for the week were unanimously admitted into the Union, numbering twenty-one, bringing the total up to date to 3,712. The minutes were then adopted, likewise the financial statement. It was proposed by Bro. Clarke, and seconded by Bro. Turner, that we increase the assistant's salary, Mr. Welburn, to £1 per week, carried; proposed by Bro. Thurston, seconded by Bro. King, that the assistant's salary should come into force next week. It was moved as an amendment by Bro. Cosgrove, seconded by Bro. Clarke, that the assistant's salary be left over till the next election of officers. The amendment was lost and the proposition carried. It was then resolved that we go into the correspondence. After that had been read it was proposed by Bro. Thurston, and seconded by Bro. King, that the address to be presented to our general secretary be on parchment; carried. Mr. Robinson (late member of the Executive Council) attended and gave a speech on the past and present position of the Union. It was then proposed, seconded, and carried that we accord him a hearty vote of thanks. Resolved that the first business next meeting night be the settlement of the question with reference to the payment of the banner. Several discussions kept the meeting open till 10.30.

MERSEY DISTRICT.

There were no meetings of Liverpool Branches held on the usual date, owing to Bank Holiday intervening. On Saturday, 16th, the business of No. 1 Liverpool Branch was removed to 8, Price-street, which is in every way a more suitable place than the Malakoff Hall. It is within about 40 yards of the pay office door of the Sailors' Home and nearly opposite it. The books were hardly two minutes shifted in, before a new member came to enrol, paying a month in advance, he being No. 4,492 on the roll; let us hope that the omen is auspicious. I hear on pretty good authority that the Shipping Federation are going about amongst the R. N. R. men trying to coerce them into taking a Federation ticket. They are also diligently circulating reports that the Union is broken up. This latter falsehood we will easily

dispose of. The former course of proceeding shall be laid before the authorities with a view to put a stop to it.

The weekly meeting of the Birkenhead Branch was held on Wednesday, May 13, at the rooms, 12, Taylor-street, Mr. James Ward presiding, there being a fair attendance of members. After the chairman's opening remarks, the minutes together with financial statement and correspondence having been submitted and highly approved of, the names of new members enrolled during the week were then submitted and accepted to membership, on the motion of James Kelly, seconded by James Morton. The secretary brought under the notice of the meeting the postponement of the Trades demonstration to be held in Cardiff to the 16th inst. instead of the 13th, in order to enable the various Trade Societies to take part to show their sympathy with our general secretary, Mr. J. H. Wilson, on the occasion of his release from Cardiff prison, having undergone a term of six weeks' imprisonment for the cause of Trades Unionism, such imprisonment being in our opinion most unjust. During the week there has been a decided increase in the demand for men, and the supply has been equal to the occasion, and there is every likelihood of this season being a marked one in the annals of shipping in this port. Members are requested to act in conformity with rule in reporting themselves on arrival home, and again prior to sailing, and to be as punctual as possible in attendance at the Branch meetings whilst ashore, which take place every Wednesday evening at 7.30 p.m. at the rooms immediately over the offices, 12, Taylor-street.

GLASGOW BRANCH.

The weekly meeting of this Branch was held as usual in the Typographical Hall, 102, Maxwell-street, Bro. A. McGregor presiding, and Bro. Duffy, assistant (acting *pro tem*), the secretary having that night departed with a deputation to Cardiff to take part in the demonstration in honour of the release of the general secretary. The minutes being adopted, on the motion of Bro. Pearson, seconded by Bro. McGuire, the minutes of committee meeting were next read and moved for adoption by Bros. Armstrong and Lang, comments being made in reference to having a temporary office convenient to the Queen's Dock for taking members' contributions. Bros. Fairley and Pearson moved that this question remain open until next weekly meeting; this being unanimously agreed to. Great discussion ensued in reference to the case of Bro. McConachie, who had lately died in the Western Infirmary, Bro. Fairley being of opinion that something pecuniarily should be done for the widow of that deceased member. After the chairman and others had given Bro. Fairley to understand that it was entirely against the rules of our constitution to give any pecuniary assistance, the deceased not being a member of the sick fund, the committee's ruling was upheld, and the minutes adopted as amended. The financial statement for the week ending May 9, 1891, was then submitted. Questions being asked and satisfactory answers being given, it was unanimously accepted, on the motion of Bros. Gibson and McCracken. After some little business of no great moment, had been discussed, the meeting closed.

A writer in the *Pollockshaws News* says:—The report of the Sailors' Orphan Society of Scotland has reached me. It is a woefully canting production. The society doesn't ask money, but "looks directly to God to supply all required to carry it on, also to send the children whom He would have us help." This is a delicious way of talking of the victims of coffin ships and traders' greed. Considering that "our Heavenly Father" knows all about the work, it is surprising what hints are given as to the modes of helping the society. The society is, as constituted, a supreme effort of impudence. I do not for a moment suggest that Mr. Alexander Allan and his co-trustees are among the men who send out over-insured and undermanned ships, but I do say that if they induce shipowners to treat sailors well while they live there will be small need for a national society to provide for their children after these sailors are dead.

DUNDEE BRANCH.

At the usual weekly meeting, May 18, Mr. James Jenkins, president, in the chair, there was a fair attendance of members. The minutes and income and expenditure having been approved of, correspondence was then read, including a communication from the Board of Trade with reference to the alleged violation of the Merchant Shipping Act by an agent of the Shipping Federation. As the alleged violation is still continued the Board has been communicated with again. A com-

munication was also read from No. 13 of the Branch, asking for a little assistance in the form of a loan to tide him over his difficulties, he having been laid up for a considerable time. A considerable discussion took place over the matter, but it was ultimately decided that the Branch advance him a sum on the understanding that it was to be repaid. Shipwreck claims were then laid before the meeting by the following members of this Branch who had been on board of the s.s. *Cambria* when she was lost on the Cross Sands:—Wm. Dawson, A. Fleming, J. Dodds, Wm. Moffat, and T. C. thro. The above members not having a discharge or line certifying that they were serving on the *Cambria* at the time she was lost, they were requested to procure satisfactory proof that they were serving on the vessel at that time, and the shipwreck claim would be paid to them by the secretary. Mr. A. Y. McDonald then addressed a few words to the meeting, and urged upon the members present to take a book of tickets in aid of the Banner Fund, and as the time for the draw was drawing near he trusted that they would do their utmost to make the draw a success.

LEITH BRANCH.

The usual weekly meeting was held on Tuesday May 12, in the Lifeboat Hall, Tolbooth Wynd. The chairman (Mr. A. Pratt), presided, and the usual routine of business was gone through, and met with the approval of everyone present. A circular was read from the Trades Congress Parliamentary Committee. There being no other business to come before the meeting the members settled down into a very lengthy and interesting discussion on the subject. It is to be regretted that the attendance was not larger as such discussions are very instructive. The usual vote of thanks terminated the meeting.

We would again remind the members of this and all other Branches who may be in port that on and after June 4, 1891, the meetings will be held every Thursday evening at 7.30, in the Labour Hall, 77, Shore. The last meeting in the Lifeboat Hall will be held on Tuesday first, May 26, when we hope to have a large attendance; and the opening meeting of the new hall will be on June 4. The result of the deputation to the Board of Trade on the rating of seamen is to be seen in a handbill issued from the Board of Trade Department, with the contents of which many members of the Union are now familiar.

WEST HARTLEPOOL BRANCH.

The usual weekly meeting was held May 16, Mr. A. Collins in the chair, when 7 new members were enrolled. After the adoption of the minutes and financial statement, correspondence was read. Amongst it was a reply from Mr. Maxwell to a communication from the secretary which raised some discussion. In compliance with a request from the secretary of Hartlepool Hospital Sunday Demonstration to send a delegate to arrange preliminaries, Bro. J. Martin was appointed. The secretary reported he had given notice of removal, as the present rent was too high. After some adverse criticism thereon, Bro. Payne moved, "This meeting approves of the action of the secretary." Bro. Beard seconded, and it was carried.

DUBLIN BRANCH.

At the usual weekly meeting of the above Branch, held at the Union Hall, 50, Seville-place, Bro. J. M. Maxwell presiding, the minutes, financial accounts, and correspondence having been accepted, some private business was discussed at great length. Bro. E. Donnelly, I.O.S., then gave a very graphic description of his visit to Cardiff on Mr. Wilson's release from prison, as the Irish delegate, with the beautiful illuminated address. Bro. Donnelly told how Mr. Wilson's carriage was drawn by the sailors, and that all classes and creeds were represented to do honour to the prison hero of Cardiff, and that in spite of Her Majesty's hospitality at the new boarding-house for Trades Unionists, Mr. Wilson did not look much the worse for his imprisonment; and that he was now the idol of the working men of the world. Our illuminated address was second to none, and was a credit to Ireland and Irishmen. We would give him a right royal welcome when next he visited the weather-beaten shores of old Ireland. (Cheers.) He would suggest that a record of the address be kept in our minute-book. The chairman addressed the meeting on Mr. Wilson's imprisonment, saying that he, as chairman of the Dublin Branch, felt proud of the address we had sent, and that we owed a hearty vote of thanks to Bro. E. Donnelly, I.O.S., for the trouble he had taken, and also to our godfather, Mr. P. A. Tyrrell, in making it such a success. Bro. Donnelly having made a suitable reply, the meeting terminated.

SEAFARING DISASTERS.

Albany.—A telegram from Kobe states that the steamer *Albany* has sunk 17 fathoms aft, bow on ledge. All hands saved.

Amazon.—Glasgow, May 20.—The Stornoway herring fishing fleet put to sea on Monday, and during the night and yesterday morning experienced very severe weather; about midnight the boat *Amazon*, of Findochty, bound for Stornoway, capsized about seven miles east of Juman Head, but was afterwards towed to the harbour and beached. The fishing boat I.N.S.H. (66) was towed into Stornoway Harbour by the *Mary Ann* (B.F., 1252), with loss of rudder. The loss of nets and fishing gear has been very heavy, the bulk of the fleet suffering more or less. The weather yesterday was more moderate, but a heavy sea was still running in the Minch.

Buccaneer, s.—Florio Rubattino Line steamer *Stura*, bound from Naples for New York, with 865 passengers on board, collided at 11 o'clock on the night of May 13, off Europa Point, just inside Straits of Gibraltar, with steamer *Buccaneer*, of London. The *Buccaneer* was struck by the *Stura's* bows between fore and main rigging on starboard side. The *Stura* had her stem cut away and bow plates bent from port to starboard, showing the stores which were in the forepeak. The vessel was saved by the fact that she had water-tight compartments and bulkheads throughout. The *Stura* and *Buccaneer* have commenced a cross action, the former being arrested for £8,000 and the latter for £10,000.

Dorothy, yacht.—During the heavy south-westerly gale which prevailed in the Channel on Sunday night the yacht *Dorothy*, which was bound from Eastbourne to Dover, was sunk off Dungeness Lighthouse. The seas were so heavy that it had been deemed advisable to seek shelter under the coast almost opposite the lifeboat house. As the tide ebbed, about 3 o'clock on Monday morning, she was observed by two fishermen to list over on her side and rapidly disappear. The two fishermen, named Gillett and Pope, put off and rescued the crew, who when brought ashore were exhausted. Vessel will be total wreck.

Edda.—The tug *Hercules* brought into port yesterday the captain and crew of the barque *Edda*, from Jamaica, bound for Liverpool, with a cargo of logwood. The *Edda* sprang a leak on the 10th inst. and went down in the Straits of Florida. The barque *Oscar Wendt*, from Pensacola, bound for Bordeaux, took the crew off the sinking ship and transferred them to the *Hercules*. (Charleston, May 15.)

Edith Stuart.—Baltimore mail advices of the 8th inst. state that the British brig *Edith Stuart*, from Cienfuegos, with sugar, whilst lying at anchor off quarantine, at Hawkins Point, was run into and sunk, at four o'clock in the morning, by the schooner *Henry S. Little*, bound to Baltimore from New York. A seaman of the latter vessel had his legs broken by the anchor falling on him. The captain of the schooner claims that the accident occurred owing to the brig anchoring broadside across the channel, and having her lights improperly placed.

Ellen A. Reed.—Bristol, May 15, 11.30 a.m.—Ellen A. Reed, of Yarmouth, arrived here, with wheat, from Tacoma, had jibboom, foretopmast, main and mizen-topgallant masts, with rigging and sails belonging to same, carried away on Feb. 28, in South Atlantic Ocean. Three men were lost overboard at same time, namely, Charles Johnson, A.B., 23 years, native of Norway or Sweden; Rosa Murphy, A.B., 22 years, of Illinois; Charles Felix A.B., 23 years, of France.

Kate and Elizabeth.—Lowestoft, May 18, *Kate and Elizabeth*, of Portsmouth, Green master, from Southampton for Hartlepool, cargo burnt ore, proceeding south, grounded on Barnard Sands; crew saved by Kessingland lifeboat; expect vessel will become wreck.

London, Taylor, of Plymouth, which sailed from Llanelli for Hull, on March 9, 1891, with a cargo of coppers, and has not since been heard of, is posted as missing.

Midge.—A collision occurred at midday on Sunday off Old Castle Point, Cowes, between the barge *Laurel*, of Cowes, and the 10-ton yacht *Midge*, owned by Mr. Venning, of London; the yacht sank immediately, but the crew was saved and landed by the barge at Fishouse (I.W.).

Mentana, s.—Brest, May 14.—A collision occurred yesterday morning 18 miles off the island of Ouessant, between the German steamer *Friedrich Krupp* and British steamer *Mentana*. Her crew were taken off by the German steamer. The weather

was very thick at the time. The crew (19 in number) of the *Mentana* were landed at Southampton on Saturday. The *Mentana* was on her voyage from the Tyne, with a cargo of coals, for Genoa, and in foggy weather, about 12 miles south-west of Ushant, on Wednesday morning, she collided with the German steamer *Friedrich Krupp*, which struck her on the port side, cutting into the hull for 7 ft. or 8 ft. The port lifeboat and the jolly-boat were safely launched, and all hands got away in them and were received on board the *Friedrich Krupp*, which landed them at Brest. The *Mentana* sank in a few minutes after the collision.

Neptun (s.)—Bergen, May 20.—Norwegian steamer *Neptun*, with 90 British tourists, from Newcastle to Molde, been in collision at Sandefjord with Norwegian steamer *Nordcap*, from Christiania for Dronheim; former has put in slightly damaged, but continues voyage after short delay for repairs.

Ribble, s.—London, May 21.—Intelligence from Newry states that fears are entertained that the steamer *Ribble*, of Whitehaven, which left Swansea for Newry on Friday last, with a cargo of coals, has foundered. News was received on Saturday morning that a steamer had foundered off North Arklow Lightship. The name of the steamer is not known, but it is feared that she may be the *Ribble*.

Steamer.—A telegram from Biarritz states: A large English steamer has sunk between the stockades of the Adour after touching the bar.

Seafisher.—The *Seafisher* struck dock wall at Barrow-in-Furness damaging plates below water line.

Twin Brothers.—Menville, May 16, 12.40 p.m.—Schooner *Twin Brothers*, Conney master, from Ramelton for Culdaff Bay (bog ore), in danger; crew landed by coastguard boat.

DIVING FEAT.—A correspondent sends the following extract from a letter received from the master of a vessel recently lying in an open roadstead on the coast of Sicily:—"On Friday, April 24, the wind blew so strong and fierce that our starboard cable chain parted at the 20-fathom shackle. I need not enter into details, but when the gale moderated so that I could get on shore I got a black man to come off and recover the lost anchor and chain, and this, to my great surprise and delight, he did without any difficulty. He came off to the ship in my boat, without any appliances, and when we came to the place where I thought the anchor was, he dived down, and on coming up said, 'Joney looky all right.' We then got our big wire rope into the boat, and when we came back to the spot he took the eye of the rope in his hand and calmly dived into the water. He remained below for 24 minutes and then came to the surface and said, 'Joney bono bono good,' when we pulled the rope tight, and sure enough he had put it right round the fluke of the anchor, and we thus got it on board. Note the depth was seven fathoms, and the thickness of the rope four inches. I consider this the finest physical effort under water I have ever seen or heard of. In any of our great seaports there would have been no end of trouble and expense in getting the same done, while in this case there was no trouble and very little expense."

FIREMEN FINED.—At the Cadovox Police Court on May 14, James Hurley, William Frazer, Henryright, and Carter were charged with refusing duty on board the *Nyanza* (s), lying in Barry Dock, on 12th inst. It was alleged that on May 12 the second engineer called upon the four men, who are firemen, and who signed articles in London to serve in the ship on a voyage not to exceed twelve months, to "turn to." They refused to do it, and likewise disobeyed the first engineer. The captain and a Board of Trade official were sent for, and on being again requested to proceed with work the men refused. They said that the work was too hard, insinuating that there were not sufficient hands on board. It appeared, however, that a day previously the men had given the captain twenty-four hours' notice that they would quit the vessel. This they considered sufficient, and now informed the Bench that they did not know that they were rigidly bound to serve for twelve months. One of the defendants gave an instance in which he alleged he had been paid off from a vessel at Penarth after giving twenty-four hours' notice. The four defendants pleaded guilty, and expressed their sorrow that they had acted under a want of knowledge of the law. They said they had wives, and expressed their willingness to go back and serve aboard the vessel if the captain would permit them to do so. Captain McKenzie, however, refused. After a prolonged deliberation, the Bench fined them £3 and costs each, or seven days' imprisonment.

SEAMEN'S CLAIM FOR WAGES.—At the South Shields Police Court on May 15 John Nichol Rowell, master of the *Gem* (s.), Newcastle, was summoned by Wm. Howe, seaman, for non-payment of wages amounting to £5 8s. Mr. R. Jacks appeared for plaintiff, and Mr. Temperley, of Newcastle, defended. Plaintiff said he went ashore whilst the ship was at the "shoots," Odessa, being laden with wheat, about 6 o'clock in the morning. He was not told that the ship was about to sail, and returned to where it had been lying a little after 10 o'clock. He then discovered that the vessel was lying in the "Mole" (roads), and he had no money with which to get a boat to take him on board. An order was made for £2 and 5s. costs.—Frederick Brenton, master of the *Seaham Harbour* (s.), was summoned by John Jarvis, a seaman, for £1 19s. balance of wages. An order for £1 5s. and costs was made.

SAILORS AND THE FRANCHISE.—In the House of Commons, May 14, Mr. A. O'Connor asked the Attorney-General whether sailors in the mercantile marine engaged in coasting and cross-channel service were disqualified in England in respect of the Parliamentary franchise; and whether there was any distinction between such sailors and sailors engaged under articles in foreign-going ships. The Attorney-General, in reply, said: Sailors in the mercantile marine, in whatever service engaged, are not disqualified by reason of their absence from their homes unless they happen to fall within the rule laid down by the Courts in "*Ford v. Barnes*," and other cases, and in that event they are protected by the Electoral Disabilities Bill passed this Session, assuming that their absence does not exceed four months. There is no distinction between coasting and foreign-going ships. I would, however, point out to the hon. and learned gentleman that the question depends upon whether the absence from home is voluntary or compulsory.

DRINK.—A Local Marine Board inquiry has been held at Hull, into a charge of misconduct against John L. Osborne, mate of the three-masted schooner *Charlie Blackwood*. The defendant admitted the offence, and Mr. Saxelby, for the Board of Trade, called Mr. J. W. Lofley, Humber pilot, to give evidence. It appeared that on May 5 Mr. Lofley went to the St. Andrew's Dock to pilot the schooner from dock to sea by the afternoon tide. He saw defendant the worse for drink. Defendant had some words with the master and left the ship. Through Mr. Lofley's intercession he was taken on board again later in the day. Defendant, however, was quite incapable of doing duty, and he was put ashore with his baggage, the crew refusing to go to sea with him. In consequence of his conduct the ship was delayed, the master being under the necessity of engaging another mate. Defendant expressed his contrition for what had occurred. He said, in reply to the chairman, that he held a master's certificate, and passed at Dundee in 1884. Latterly he had been sailing as boatswain in a steamer belonging to the north. After considering the case, the Court suspended his certificate for six months.

LABOUR ELECTORAL CONGRESS.—The fourth annual congress began on Monday, at Westminster, Mr. G. D. Kelley, of Manchester, presided.—The president said there were now 200 direct representatives of labour on various public bodies throughout the country, who were making their power felt.—The report stated that the association had already selected candidates for two divisions of Birmingham, the Ince division of Lancashire, the Rye division of Sussex, the Tamworth division of Warwickshire, for Deptford, Battersea, Blackburn, and one of the northern divisions of Staffordshire.—Mr. J. H. Wilson urged reform of the jury system.—Mr. J. J. Robinson moved, and there was carried, a resolution advocating the payment of members by the State, and of returning officers' charges out of the rates, and efforts largely to increase labour representation. Next day a resolution in favour of nationalising the land was carried. Mr. Cassidy (Durham) moved, and Mr. Enoch Edwards (Burlington) seconded:—"That this congress protests against the prejudice too often manifested on the magisterial and judicial benches when workmen are tried for alleged intimidation, for conspiracy, and for other alleged offences arising from trade disputes; and this congress believes the biased rulings too often apparent tends to bring the law into contempt and to embitter the industrial wars, and strongly stimulate resistance to the law; and that candidates for Parliament be requested to pledge themselves to support an amendment which shall more clearly define the law of conspiracy in connection with Trade Unions." The resolution was carried, with the following rider:—"And the congress urges the importance of magistrates being selected to a greater extent than at present from the ranks of the working-classes."

ARMED SMUGGLERS.—Much excitement was caused at Quebec last year by revelations concerning an immense smuggling trade in which a number of vessels were systematically engaged. The contraband liquor was landed at unfrequented spots on the shores of the St. Lawrence and thence brought into the city by land. Not long since a schooner seized in this nefarious business was brought into port by the revenue officers, and two weeks ago a Government schooner was sent down the river to hunt for smuggled whisky. According to a Quebec despatch, "the schooner returned after a bootless errand, though she had a strong force of men on board. It appears that they landed at Isle-aux-Coudres and discovered a very large store of contraband cigars and liquors of all kinds valued at £12,000. The island population, however, who were armed to the teeth and well primed with whisky, defied the officers, who were forced to retreat after capturing only one barrel of rye whisky."

A CAPTAIN'S CLAIM.—In the Sunderland County Court Captain Edgar Bill, of the steamship *Helopes*, sued Messrs. Houston, the owners, for £13 6s. 8d., the balance of wages alleged to be due, and for £36 13s. 4d. for damages for wrongful dismissal. The case for the plaintiff was that he was engaged as master of the *Helopes*, at a salary of £20 per month, and a bonus of £2 10s. per month if everything went satisfactory. He arrived home on Jan. 27, and his contention was that, notwithstanding a disagreement which occurred between Mr. Houston and himself, and that he was told to leave the office, that gentleman saying that he did not want to see him again, he was not properly discharged. On Feb. 5 he signed a letter as master of the ship at the request of the defendants, and he believed that, although taken out of the ship, he was to be engaged on shore service as other captains had been. He was not aware until Feb. 25, when another captain was appointed, that he was really discharged, and daily attended at Messrs. Houston's office. Mr. Pickford, for the defence, submitted that the articles of agreement were signed by crew and captain alike for the voyage only, and brought evidence to show that in Liverpool it was customary and within the right of shipowners to discharge their masters at the end of any voyage without notice. The Judge decided that there was an agreement for each specific voyage between the captain and shipowner. He was satisfied that Mr. Houston had discharged the plaintiff legitimately. Judgment for defendants, with costs.

THE SHIPBUILDING TRADE.—Mr. R. Knight, secretary of the United Society of Boilermakers and Iron Shipbuilders, in his monthly report states:—"The past quarter has been a very good one for us, although there has not been such a push in many of the yards that was experienced at the commencement of last year; yet our members have been well employed, as the repairs have been abundant in all our shipbuilding districts, and as our members have been discharged from yards where work has slackened off they have found employment on repairs. Marine engineers and locomotive builders have been, and still are, well off for work, and night-shifts are in full swing in most shops. With regard to the future, we cannot do better than refer you to some facts brought to light by the publication of Lloyd's Shipbuilding Returns, just issued. Glancing over the figures, the shipbuilding industry is in a more prosperous condition than was generally supposed. During the past quarter nearly 250,000 tons have been put into the water, and yet the tonnage in process of construction throughout the United Kingdom is 71,000 tons more than on the 31st December last. But the dark side of the picture shows that the work on the books of the different firms as yet untouched represents a tonnage of 180,340 tons, whereas three months ago it reached the total of 293,288 tons, showing a falling off for the quarter of 112,948 tons. These figures do not include Government work, which amounts to a large quantity in the different mercantile yards, and thus there is greater activity on the Tyne and Clyde than is shown by these figures. You will thus see that there is still plenty of labour for some time to come at many of the shipbuilding centres. The most serious declension appears in connection with the Clyde. The decrease cannot be spoken of as general throughout the river, for at Greenock and Port Glasgow the greatest activity prevails; but in the upper reaches a less gratifying state of matters has to be faced. At the north-east coast ports the industry continues to flourish. The Tyne has quite as many ships to build at the present moment as it had at the same period last year, while on the Tees the outlook is even more favourable. In the past quarter the society's balance has increased by £10,368, and it has now a balance of £164,000, of which there is invested in railways, corporation stocks, and river commission loans about £51,000."

It is announced from St. John's that the fishermen of Fortune Bay, who recently ran the blockade with cargoes of bait, are undergoing their trial.

On Friday evening some Spanish Carabineers, with a number of employés belonging to the Madrid Tobacco Company, who were on duty on the frontier of the Spanish Lines at Gibraltar, went in pursuit of a smuggler, who in making off fired at his pursuers. One of the latter returned the fire, the bullet hitting and killing the smuggler on the spot. The affair led to a serious riot in the town of the Spanish Lines, when a number of the populace, in order to avenge the death of the smuggler, attacked the company's employés with stones and sticks, and fired some shots at them, wounding two of their number. The officials returned the fire, with the result that two of the mob were killed and several others wounded. The Spanish military authorities have taken strict precautionary measures to prevent a recurrence of the disturbances. The employés are confined to their quarters. Great excitement prevails at the Spanish Lines.

A wealthy resident in Chicago has, in apparent seriousness, submitted a plan to the World's Fair Commissioners to buy the Coliseum in Rome and bring it in sections to Chicago to be exhibited in connection with the World's Fair. He is backed by a syndicate representing 200 million dollars. The cost he estimates at 40 million dollars.

Eliza Stacey has again been remanded by the Guildhall Magistrates on the charge of having wounded her husband. The magistrates recommend that she should be removed to an asylum, but the Home Secretary has directed that the case shall be further proceeded with. Medical evidence given yesterday showed that the injured man would not be able to appear before the court for several weeks. The prisoner wept bitterly on being removed from the dock.

It is reported that bands of Moorish marauders are preparing to cross the frontier into Algeria.

A boat with 42 workmen has been run down by a steamer on the Dnieper. Nineteen of the workmen were drowned.

Letters have been received by her parents at Bath announcing that Miss Amy Fowler (Sister Rose Gertrude) was married at Honolulu on April 1st to Dr. Lutz.

In the Ushitz district of Serbia an important discovery is reported to have been made in the shape of a rich mine of salt. All the salt hitherto consumed in the country has been imported from Hungary.

A remarkable exhibition has been opened at Berlin. The exhibitors are the undertakers of Berlin, 32 of whom are represented, and the exhibits are confined to coffins and funeral furniture.

The *Reforma* of Rome publishes a telegram from Massowah, announcing that intelligence has reached there from the interior that Zougal Bey, the Emir of Dongola, has come to an understanding with the British for the reoccupation of that province.

Eleven public and beer houses were entered by the Bolton police on Friday night and 56 persons were arrested. Books, tissues, and betting lists were seized. A great crowd gathered round the Town Hall, and a considerable time elapsed before any of the prisoners were allowed out on bail.

The right of felling trees over no fewer than 665,000 square miles of the Korassond forests, and 497,000 square miles of the Fireboli forests, near Trebizond, has been granted by the Turkish Government to private speculators. The wood obtainable in this vast region consists, it is said, of oak, pine, chestnut, fir, birch, beech, and cornel.

A glass case just placed in the Mammals Gallery of the British Museum contains a series of specimens of two of the largest species of Asiatic wild sheep, collected and presented to the nation by Mr. St. George Littledale, the well-known sportsman. Three of these represent Marco Polo's sheep, from the Pamir Range, and three of them the Ammon of the Altai.

It is stated that the increased value of the rouble and the increased price of provisions in Russia have seriously reduced the incomes of British consuls and other officials residing in that country. After Whitesutide Sir James Fergusson will be pressed to state whether the Foreign Office can hold out any hopes of being able to remedy the grievances complained of.

The Belgrade papers are again publishing accounts from Old Serbia professing to give circumstantial details of the atrocities perpetrated on Serbian Christians there by the Arnauts. The latter are accused of carrying off Christian girls, as well as of various acts of incendiarism and robbery in the districts of Ipek and Prizrend, causing the Serbian inhabitants to flee for their lives by hundreds.

The Paris *Evénement* states that from various official reports which have been forwarded to the Ministry of the Interior with respect to Anarchist intrigues it is feared that outrages similar to the one that occurred in the Rue de Berry on the 1st inst. will be perpetrated in the course of a few days. The detective department has discovered that dynamite cartridges have been sent from mining centres to several points of the capital, and more especially the suburbs.

ACCORDING to a Paris newspaper five of the nine deaths which occurred on board the mail steamer *Bearn*, which has arrived at Marseilles from Brazil, were due to yellow fever.

Whilst a prisoner was being tried in the chief police-court at Batoum he was shot by the prosecutor and immediately expired. It appears that Prince Morshanya arrived at Batoum from Kutais for the purpose of consulting a Turkish doctor respecting his health. Whilst staying at an hotel, his pocket-book, containing 560 roubles, was stolen, and a man named Michael Koupradze was arrested for the robbery. The next day, whilst the case was being heard at the police-court, the Prince offered to give the thief the odd 60 roubles if he would say where he had hidden the money; but the prisoner laughed at the prosecutor and kicked him, whereupon Prince Morshanya drew his revolver and shot the man dead. Prince Morshanya was at once arrested.

In the Island of Formosa the entire population, roughly speaking, according to Consul Pelham Warren, smoke opium more or less, but bitter complaint is made by the Formosans that they cannot get the opium which they used to get. For ten years past adulteration of foreign opium has been on the increase; hence the extending practice of growing the seductive poppy on the island. But Mr. Warren tells us that apparently it no longer pays the opium shops to supply the pure drug. Sesamum cake, formerly declared contraband, is now largely imported and mixed with both Persian and Indian opium, and many native dealers never sell a chest of opium without at the same time supplying the purchaser with the sesamum cake required for its adulteration.

It is understood, says the *Daily Chronicle*, that an effort is being made by some leading friends of both sections of the Irish party to bring about a reconciliation, or at least to arrange such a *modus vivendi* as would permit of their co-operating effectively in support of Home Rule, with a view particularly to the next general election. Although not members of Parliament, the voluntary mediators occupy an influential position, and are understood to be supported by more than one of the Irish Roman Catholic bishops. Both sections equally profess to deplore the present dissensions, but neither can see any practicable basis upon which harmony could be restored prior to the decision of more than one issue of gravity by the arbitrament of a general election.

According to the experiments of Dr. Luderitz, coffee acts as a germicide. The infusions he employed for the purpose were made from five to 30 grains of the roasted bean in 10 cubic centimetres of water. According to the strength of the infusion was the promptitude of its action. The bacilli of cholera, of anthrax, and of typhus were killed by it in a few hours. Dr. Luderitz thinks the effect is due, not to the caffeine, but the products of roasting the coffee.

The first mails of the new Canadian and Pacific Steamship line, which was subsidised last year by Government, arrived in England on Wednesday morning, having accomplished the journey from Yokohama in 25 days—15 days under the usual rate by the Suez route. It is understood that, had there not been an accidental delay in New York, the journey would actually have been accomplished in 22 days, which was the time computed by Sir George Baden-Powell last year in urging the Government to subsidise the new line.

Since the House of Commons reassembled in January nine members of Parliament have died—Messrs. Bradlaugh, Kynoch, P. Macdonald, Baring, Cavendish-Bentinck, Tapling, Greene, Barbour, and Colonel Hambro; and three seats—those of Mr. F. W. Maclean, Mr. W. H. Smith, and Captain Verney—have been vacated from other causes. Altogether since the last general election 119 vacancies have occurred, of which 53 were caused by death. The Government have lost 23 of their supporters by death, the other figures being Gladstonian 16, Liberal Unionists 7, and Nationalists 7.

The latest report as to the Czarewitch is that he is progressing rapidly towards recovery, and that no anxiety is felt by his physician. A St. Petersburg telegram says that news received there establishes beyond doubt that the Czarewitch's assailant was one of the guards specially told off for the protection of his Imperial Highness. The man had struck the Czarewitch once and was about to strike a second time when Prince George of Greece parried the blow with his stick, and some of the assailant's companions of the Japanese police struck down their comrade. The Czarewitch's wound is situated in front of the right temple.

It is notified from the Foreign Office in Friday night's *Gazette* that, by virtue of agreements with the native chiefs and by other lawful means, the territories in Africa known as the Nyassaland districts are under the protectorate of her Majesty the Queen. Measures are in course of preparation for the administration of justice and the maintenance of peace and good order in the districts. The *Gazette* also contains an Order in Council providing for the administration of the British protectorate over the parts of South Africa bounded by British Bechuanaland, the German Protectorate, the rivers Chobe and Zambesi, the Portuguese possessions, and the South African Republic.

SOME FUN.

The volume of trade—A ledger.
A closing remark—"You shut up!"
A limited train—A ballet dancer's.
Art is long, but money is often short.
Wanted advertisements—All the papers.
Best place for a boil.—In the tea kettle.
Stinging remarks are apt to nettle a person.
What holds all the snuff in the world?—No one nose.

A preferred creditor—One who never presents his bill.
Lost at C—the school boy who got stuck there on the alphabet.

Girl babies cry for dolls, but when grown up they cry for dollars.

"I believe in taking things quietly," remarked a philosophical thief.

What sticks closer than the skin, yet can be easily thrown off?—A habit.

Being run over by a hearse is said to be a sign of a funeral in the family.

A fox terrier is so called because he never disturbs a fox, but is rough on rats.

The thermometer is one of the few things that can fall without hurting itself.

It seems to be the burglaries and not the burglars that are committed nowadays.

The fact that riches have wings may be the reason they enable a man to fly high.

When a man hits the nail on the head he swears—that is, if it is his thumb-nail.

An agricultural journal tells us "How to Preserve Grindstones." We prefer ours canned.

Flatt: "Yes, as Shakspeare says, my library is a dukedom." Sharpe: "And your brain a barreny."

A girl stands before a mirror when getting dressed because she likes to see everything that is going on.

The woman with a train is sure to have her dress described "at great length" by the society reporter.

Men ridicule women's costume and say it is uncomfortable, but how many of them have ever tried it?

An English publisher announces a new work entitled: "He Always Pleased His Wife." It is a work of fiction.

The nearer a man gets to his battle field the smaller the reason appears why there should be a battle at all.

"Ye pays no more attention to me," says Patrick to his children, "than if I was a dumb baste talking to yez."

Positive wait; comparative waiter; superlative get it yourself. This is the grammar of the hungry diner-out.

The court: "Would you believe this man on oath?" Paddy O'Reilly: "Not unless he wor lyin', yer honour."

"I'll just take off my over-coat," is what the young chick said as it broke the shell and first saw the light of day.

"Honesty is the best policy; an' ye may tak' my word in the matter, for I hae tried baith," said a Dundee merchant.

Of course it is not because the rabbit is small and not likely to retaliate that sportsmen are disposed to make game of it.

Preachers rarely make deals in mercantile exchanges; but in their pulpits they are very apt to speculate on futures.

"Yes," said Cumso, in response to a question from his little son, "Queen Victoria is a sovereign." "Then is the Prince of Wales a half-sovereign?"

John: "I am glad to hear that they are collecting the scattered senses (census) of the Irish nation." Pat: "Faix, and little as we had, we'll have none left now."

"Didn't he say once that he would never speak to you again?" "Yes; but he saw I had a cold, and he couldn't resist the temptation to tell me of a sure cure."

Tramp: "Could you give me a situation as your gardener or coachman, sir?" Moneybags: "So you want work, eh?" Tramp: "No, I don't. I want a situation."

A lady having written a letter, concluded it as follows: "Give everybody's love to everybody, so that nobody may be aggrieved by anybody being forgotten by somebody."

"The Inner Life of a Queen" is a new book much in demand by young ladies. Not that many of them expect to be queens in this world, but then they want to know you know.

Dr. Pilpowder: "Swallow one of these pills three times every day." Patrick: "And sure which pill, doctor? an' yez do be after forgittin' an' emitic to git him up agin each toime."

Experienced mother: "What makes you let Mr. Oleriches flatter you so, my dear?" Innocent young daughter: "Why, mamma, he wasn't flattering me at all. He was only saying some very pleasant things to me about myself."

An old noble of Gascony complained to his shoemaker that his work did not last long enough. The humble workman inquired of what stuff his lordship would have his shoes made. "Make the vamp," said he, "of the throat of a chorister, the quarters of the skin of a wolf's neck, and the sole of a woman's tongue." The astonished Crispin met the singular order with a timid and hesitating "Pourquoi." "Why?" said the would-be wit, "Because the first never admits water, the second never bends on either side, and the last, though always in motion, never wears out."

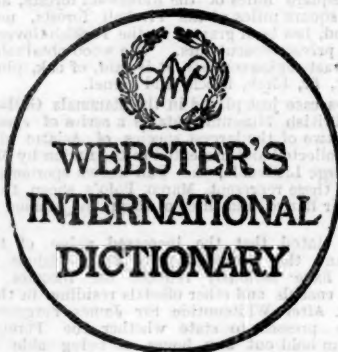
A story is told of a bright Bangor lad, whose mother is prominent in society circles and was entertaining a party of lady friends a few afternoons since. He, with boy-like enthusiasm, was assisting in serving refreshments. Toward the latter part of the afternoon the little fellow approached his mother, who was engaged in conversation with the ladies. Holding a plate of cakes aloft, he remarked, in a not at all subdued tone: "Say, mamma, I guess they liked 'em pretty well, for that's all we've got left." A hearty laugh went the rounds, in which the hostess joined, while the speaker departed, wondering what caused so much amusement.

A thrifty, bustling dame, who manages a very thriving grocery concern—her husband slipping about doing nothing, although he thinks the business could not go on without him—received one of the census schedules to fill up. It was not thought worth while to give it to the gudeman, as he—poor, easy soul! took no charge of anything in particular. The wife, seeing "Head of the Family," said, "That's me, nae doot. I wad like to ken wha's the head o' the family if it's no' me?" So down goes "Janet—head of the family." The gudeman, of course, came next in rotation, but his loving wife felt greatly puzzled what to say he was. After much cogitation the spouse thus soliloquised:—"I see I'm to tell nae lees; gif I do, am in for £5, besides fash; the truth's aye best." So "John" was put down, and after his name this very complimentary addition by the wife of his bosom—"Doits aboot and does naething; leaves a' to me."

After all, men are strange creatures. They will waste an hour hunting for a collar button instead of having an extra supply and letting the wife find the missing one. You never see a woman look for the pin she drops. Her husband finds it when he walks around on his bare feet.

Magistrate: "You are charged with adulterating your milk; what have you to say for yourself?" Milkman: "Me, your worship? I'd scorn to do such a thing." Magistrate: "Then how do you account for the presence of nearly 40 per cent. of water in the milk you sold last week?" Milkman: "Well, your worship, this is how it was. The frost was so sharp that it froze the milk, and I was obliged to put some hot water in to thaw it. What else could I do?" His worship said he could do a month.

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THOROUGHLY REVISED AND
GREATLY ENLARGED.
2118 PAGES. 3500 ILLUSTRATIONS.



Price 31/6. 12 Parts, 2/6 Each.

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Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

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Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

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Southampton Observer.—"Zeal and ability."

Tonbridge Free Press.—"Interesting to everybody."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Most valuable."

South Wales Echo.—"Well edited."

Hastings News.—"A welcome guest."

To the Married and those Intending to Marry, of both Sexes.

READ Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check as recommended by an eminent London physician. Send at once postal order for 1s., and 1d. stamp, with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, Kingsley House, Nottingham.

An M.P. writes us:—"Book most valuable and moral in tone." Name this paper, please.

£20 TOBACCONISTS COMMENCING, JEWELLERS, STATIONERS, &c. An Illustrated Guide (228 pages, 3d.) "How to open a Cigar Store, £20 to £1,000,"—TOBACCONISTS' OUTFITTING CO., 186, BOSTON-ROD, LONDON. Note.—A Prospectus on the other Trade.

(free).—Manager, H. Myers, Established 1866.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Booth	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local membs. should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

LIVERPOOL (No. 1 Branch).

This Branch has been removed to No. 8, Price-street, where, in future, all communications should be addressed.—HENRY R. TAUNTON, Secretary.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

LEITH BRANCH.

On and after Wednesday, May 6, and until further notice, all communications for the above Branch should be addressed to Mr. James Brown, Seamen's Union Office, 15, Commercial-street, Leith.—ARCHD. PRATT, President.

LONDONDERRY BRANCH.

BANNER FUND.

Purchasers of tickets in aid of above fund are requested to take notice that the drawing of prizes is postponed until Monday, June 1, as a large number of books of tickets from other towns have not yet been received.—A. O'HEA, Secretary.

MARYPORT BRANCH.

All communications for the above Branch to be addressed to F. F. Gant, 75, King-street, Maryport, on and after May 9.—F. F. GANT, Secretary.

NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organising Secretary for Ireland.

NATIONAL UNION OF DOCK LABOURERS

IN
GREAT BRITAIN AND IRELAND.

SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,
LIVERPOOL.

March, 1891.

FELLOW MEMBERS,

As you are doubtless aware, SEAFARING a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,
EDWARD McHUGH, Gen. Sec.

THE AUSTRALIAN WORKMAN:

The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker. Not made up of cuttings from other newspapers, but of original articles and paragraphs.

Gives expression to all varieties of opinion on social questions in its correspondence.

Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it.

Is comprehensive, liberal, and unsectarian.

Subscription for United Kingdom, 8s. a year.

Offices:—232, Pitt-street, Sydney.

SAFE ANCHORAGE.

WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton, Bo'ness.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—Seamen's Institute, West Butte-street, GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

Seamen's Union Home, 48, Mytongate.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

PROFITABLE EMPLOYMENT.

WANTED AT

CALCUTTA,
BOMBAY,
SHANGHAI,
PORT SAID,
MALTA,
NAPLES,
VENICE,
GENOA,
& BILBAO,

Agents, dealing with Ships, to supply the Crews with an Article in

GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only to AGENT, c/o SEAFARING.

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And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.
TURK'S HEAD HOTEL,
MYTONGATE, HULL.
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AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
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Captains Supplied at Wholesale Prices.

OILSKINS AND SEA-BOOTS A SPECIALITY.
PAWNBROKERS.
Liberal advances made on all kinds of property.

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UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstarm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,

70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,

AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

**SPECIALITIES IN
SEAMEN'S BEDDING**
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.

MARKET HOUSE.

WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description
always on hand.
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO
SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

N. A. S. & F. UNION HOME,
13, ROBINSON ROW, DAGGER LANE,
HULL.

This Home is Conducted on Strict Union Principles.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOXTON.
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

LONDON.

N. A. S. & F. BOARDING HOUSE,
Mrs. HICKS,
13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office

**MASTERS' AND MATES
EXAMINATION.**

A GRADUATE prepares Candidates for the
above in Navigation and Nautical Astronomy,
the science also taught midshipmen and apprentices
Individual attention. Terms moderate. Address—8,
Princess Terrace, Greengate, Barking-rd., London, E.
Convenient to the Docks.

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SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

MCCANN & CO.,

LONDON HOUSE, HOLTEN ROAD, BARRY.
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at McCANN & Co.'s. We buy for Cash from the best manu-
facturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.

McCANN & CO. London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

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48, MYTONGATE, HULL.

Members of the Union only are taken in as
Boarders in the above Home, by Day or
Week.

TERMS MODERATE.
NOTE.—All funds go to the funds of the National
Sailors' and Firemen's Union.
J. HILL, Secretary.

JAMES DYMOCK & SON,
Grocer, Ironmonger & Ship Chandler,
PIERHEAD, BO'NESS,
Near Union Office.

Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

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SHOULD GO TO**

C. KELLY,
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LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS:
SAILORS' OUTFITTER
In all its Branches.

S. J. GOWER,
PRINTER,

Wholesale and Retail
COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

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GROCER & PROVISION MERCHANT
NORTH STREET, BO'NESS.
Members of the Seamen's and Firemen's Union
supplied at lowest Cash Price.
A TRIAL SOLICITED.